Hongkong Daily Press.

ESTABLISHED 1857

No. 16,268. 號八十六百二千六萬一第 日八初月五年二統宣 HONGKONG, TUESDAY, JUNE 14TH, 1910. 二拜禮 號四十月六年一百九千一英港香 PRICE, $3 PER MONTH.

NOTICES OF FIRMS

NOTICE.

WE HAVE This Day authorized MR. CHARLES GORDON STEWART MACKIE to Sign the name of our Firm in Hongkong and China.
GIBB, LIVINGSTON & Co.
Hongkong, 10th June, 1910. [734

NOTICE.

WE beg to inform our Esteemed Customers and Public that we have opened a NEW BRANCH at No. 5, D'AGUILAR STREET, lately occupied by Messrs. H. Ruttonjee & Son, from This Day.
M. KAYAMALLY & Co.,
Milliners and Drapers
(Late H. FAZULALLY & Co.).
Hongkong, 9th June, 1910. [733

INSURANCES

NOTICE TO CORRESPONDENTS.

ONLY *communications relating to the news column should be addressed to* THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Codes: A.B.C. 5th Ed. Lieber.
P. O. Box., 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET. EC

The Daily Press.

HONGKONG, JUNE 14TH, 1910.

IT is only to be expected that protests would be made by those affected against the Canton opium monopoly. REUTER informs us that the Imperial and Indian Governments are in communication on the subject, and that the Bombay opium merchants, who declare that they are losing heavily, are urging the Government to suspend sales pending the enforcement of Treaty rights, the inference being that the establishment of the monopoly is a violation of the Chefoo Convention. The present situation has developed within a week. Last Wednesday the opium monopoly granted by the Provincial Government at Canton to a certain Chinese came into operation. The farmer has levied a duty of three hundred dollars on each chest, thereby adding very materially to the price of the raw commodity and consequently it has had a very depressing effect on the trade. At present it seems to be at a standstill. So far as can be gathered, the Provincial Government justify this course as enabling them to restrict the supply and suppress the habit, and they further point to the fact that if native opium is treated similarly the terms of the Convention are observed. This view receives a certain amount of vraisemblance from the report that in this instance H.B.M.'s Consul at Canton has not interfered. The Hongkong traders and the Indian opium merchants, however, take an entirely different view and regard the imposition as a protective tariff. In other words, it is a re-statement of a source of trouble which has been protracted over many years. The sale of opium in China has been a vexed question for many years, and the controversies which began as far back as in 1840, when the trade was opposed at its commencement, are likely to continue till its close. Chinese officials have in later years shown a preference for the home drug which has naturally led to their *bonâ fides* being impugned, and consequently those engaged in the Indian trade have been particularly jealous lest their treaty rights be infringed. But while the imposition of such an import duty as described will considerably hamper trade it must not be overlooked that a contributory factor in the present deadlock is the inevitable slump which has followed the opium boom. Last year the price of the drug ranged from $800 to $1,200. A few months ago it rose to $2,800, but now it has fallen to $1,800. The fact to be remembered is that the holdings bought at higher prices have yet to be disposed of, and the dealers, who are controlling the market, look for their higher-priced opium to be sold before they release the market. Moreover, the increased cost of opium has had the effect of lessening the demand, and, taking these two factors alone—decreased demand and enhanced price—the effect on the trade must be considerable. The details available have not made it clear whether the $300 levied by the opium monopolist is in addition to the previous import duty of $200 per chest, or inclusive of that. We imagine it is inclusive. Even then, the additional tariff of $100 on each chest will not be welcomed by those who have to pay it, and if the present be another of the many attempts of Chinese officials to discriminate between Indian and Chinese opium—as it seems—it is to be hoped that the protest of the British Government will not be long delayed and that it will speedily remove the embargo complained of. All the facts have not been made known yet—that the British Consul at Canton has not opposed the monopoly suggests that there are other views to be heard—but those already in the possession of the public point to British and Indian traders having a genuine grievance.

The English Mail of the 14th May was delivered in London on the 11th inst.

A considerable number of local Chinese have proceeded to Nanking to visit the first exhibition held in China.

It is satisfactory to record that the plague return sheet for last week bore the word "nil" written large across it. However, one case was reported yesterday. It was imported and proved fatal.

At the Magistracy yesterday Mr. E. R. Hallifax sentenced a coolie to one month's imprisonment with hard labour for stealing a set of razors from the s.s. *Shansi*.

Comment is general in the Colony as to the discoloration in the water drawn from the mains. The Chinese have got a weird rumour explaining the occurrence.

Two charges of returning from banishment were considered by Mr. J. R. Wood at the Magistracy yesterday. In each instance the offender was sentenced to six months' imprisonment with hard labour and four hours' stocks.

A servant boy employed at Zetland House was, before Mr. Wood at the Magistracy yesterday, charged with stealing a gold-filled watch and a chain from a boarder named Mr. Rose. The theft was proved, and the thief was sentenced to three months' imprisonment and four hours' stocks.

The return of visitors to the City Hall Library and Museum for the week ending the 12th June, 1910, shows that of non-Chinese there were 372 to the Library and 140 to the Museum, and of Chinese 126 to the former and 2,054 to the latter. The Library was, therefore, used by 498 persons and the Museum by 2,194.

Some misunderstanding and unpleasantness has been created as the result of European visitors proceeding to the Happy Valley on Friday afternoon last to witness the reception in honour of the officers and men of the Japanese cruisers. As is already known, no invitations were issued. This, we are informed by H.I.J.M.'s Consul, was not due to any lack of courtesy on the part of the Japanese community, but was prompted by a desire to avoid any unpleasant scenes, as it was feared that some of the bluejackets, not understanding European manners, might be guilty of behaviour which would be construed as rude by European visitors.

Since the Pratas have been restored to China the Taotai of Industries has made great efforts to develop the islands. It is now proposed by Taotai Kuok of the Yum Chow and Lim Chow Prefectures that convict labour be used for the further development of the islands. The Taotai states that he has in his prison a very large number of criminals for whom there is not adequate accommodation, and he therefore suggests that some of those be transported to the islands, where they might do useful work. The Viceroy favours the scheme, but before giving it his sanction had referred the matter to the Provincial Judge and the Taotai of Industries.

A small Chinese boy appeared before Mr. Wood at the Magistracy yesterday on a charge of stealing two vase stands from a Japanese curio shop in Lyndhurst Terrace. In the course of the hearing it transpired that the young offender had stolen other articles from the same shop. His Worship recorded a conviction, but deferred sentence.

The death sentence has been passed on Yi, the would-be assassin of the Korean Premier His accomplices were sentenced to terms ranging from five to fifteen years. When sentence was pronounced Yi flung up his arms wildly and cried out aloud: "Who will release me! If I die my ghost shall destroy those who concluded the treaty of five articles with the Japanese!" The condemned man's mother and wife, who were in court, wept bitterly.

SNATCH THIEVES.

Two snatching cases were dealt with by Mr. J. R. Wood at the Magistracy yesterday. In one instance a man was charged with snatching an earpick from a Chinese woman at the Ko Shing Theatre. While the woman was purchasing a ticket of admission she felt the defendant trying to remove the earpick, seized him by the hand, and screamed for help. Constable Cackle came to her assistance, the thief was taken to the station, and on appearing before his Worship yesterday was sentenced to six months' imprisonment and four hours' stocks.

A similar sentence was passed on a man who snatched a watch and chain from a small boy at the junction of Wellington and Aberdeen Streets. The police had a long chase after the thief, but eventually run him to earth in Li Yuen Lane, where he dropped the watch.

"LE JAPON MILITAIRE."

A volume of information that possesses, in addition to interesting statistics, much useful information, is M. Balet's "Le Japon Militaire." This is the first of a series of three brochures which, as the author explains in his preface, it is his intention to unite finally in one volume, should there be sufficient encouragement. The book we have received, and which is complete in itself, deals with "The Japanese Army and Navy in 1910; a second will be devoted to the economical resources of the country; the third will treat of intellectual and social Japan. Quoting from the introduction to the present volume:—

"As "noblesse oblige" so also "succes oblige." Instead of gloating over her victories, and resting on her laurels, almost sterile as these were, before even having stanched the wounds received in battle, Japan had to at once submit to fresh sacrifices which still weigh heavily on the people, in order to reorganize her army and increase her navy. This reorganization, hardly realized outside the country itself, has been practically creative, seeing that at the present moment Japan can put in line on the field of battle almost double the troops at her disposal in 1904-05, and infinitely better armed! The moment, therefore, is particularly well chosen for an inventory of the Japanese military and naval forces. As a matter of fact the *post-bellum* programme of military expansion is virtually completed; that of the Navy, more costly and involving continual improvements, is still in course of execution. The new blade is forged, but it rests in the scabbard. Japan is content to keep it polished and well sharpened. When and against whom will it be drawn?"

A glimpse at the contents of the various chapters of "Le Japon Militaire" is sufficient to show the wide range and great interest the book has for those interested in military or naval affairs, and a perusal is not without interest also for the layman, particularly those chapters dealing with recruiting, conscription, transport, rations, marriage, pensions, barrack life, etc., of the Japanese soldier.

The numerous tables of statistics referring to both army and navy seem complete and illuminating, though the author is careful to point out the many difficulties encountered in obtaining reliable information owing to difference of language and writing, the great mass of annual statistics issued, from which it is none too easy to compile exact figures, and last, but not least, the information that is purposely omitted. As a matter of fact the statistics obtainable on the subject of the Japanese army and navy leave much to be desired.

In spite of all this, "Le Japon Militaire" will be read with very great interest by all who have watched the evolution of Japan, which, as M. Balet points out, "Only yesterday was a small unknown archipelago, to-day is one of the five or six leading Powers, and to-morrow will be, in the fullest acceptation of the word, a world-Power, *sekai no Nippon!*" The book can be had from Messrs. Kelly & Walsh.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 13th at 11.55 a.m.—The barometer has risen slightly in Vladivostok, and fallen quickly over E. Japan. The depression lying in the neighbourhood of the former station yesterday has reached N.E. Japan.

The barometer has fallen considerably in Shanghai, a depression, which is probably moving Eastwards, having appeared over the Lower Yangtze valley

Pressure remains high in the neighbourhood of the Bonins and Westwards towards the N.E. part of the China Sea.

Fresh S. winds may be expected in the Formosa Channel and moderate S.E. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	S.E. winds, moderate; fair.
Formosa Channel	S. winds, fresh.
South coast of China between Hongkong and Lamocks.	Same as No. 1
South coast of China between Hongkong and Hainan...	Same as No. 1

TELEGRAMS.

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[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE CONSTITUTIONAL CRISIS.

COMPROMISE PROBABLE.

LONDON, June 12th.

The "London Observer" states that Mr. Balfour has replied favourably to the Premier's invitation to a Conference.

MR. THEODOR ROOSEVELT AND AMERICAN POLITICS.

LONDON, June 12th.

The Roosevelt Club dinner held yesterday at St. Paul's has resulted, according to a statement by Chairman Halbert, in the formation of a new party yet unnamed, the leaders of which are Mr. Roosevelt, Mr. Garfield, a former Secretary of the Interior, and Mr. Pinchot, the official dismissed by President Taft. The new party favours the rights of the people and opposes those favouring a monopoly of the country's resources.

A FATAL FLASH.

HUNDREDS INJURED BY LIGHTNING.

LONDON, June 13th.

While a crowd of Berlin workers were on holiday yesterday they sought shelter from a storm in Jungfernhaide Park. Six were killed and seventeen were severely injured and several hundred were slightly injured by a single flash of lightning.

Altogether nearly fifty fatalities from lightning have occurred in Germany within the past ten days, during which time intense heat has prevailed.

YUNNAN GENTRY REBUKED BY THRONE.

It is reported, says the *Peking Daily News*, that the Hunan gentry have telegraphed to the Grand Council, complaining that the Viceroy of Wuchang by laying a part of the blame for the Changsha riots on the local gentry hope to exonerate ex-Governor Ts'en Ch'un-m ng. It is requested, therefore, that another Edict be issued, commanding a fresh investigation, etc., etc. An Edict, it is said, has been issued—not granting the request, but reprimanding the gentry for employing impertinent language and ordering the Viceroy and other officials to see to it that in case the President and members of the Hunan Provincial Assembly were again to interfere in matters beyond their rights, they should be immediately denounced to the Throne.

AUSTRIAN CONSUL'S FATE.

The recall recently of the Austro-Hungarian Consul from New York caused no little surprise, but the matter has now been cleared up to everyone's satisfaction—but mostly of Mr. Roosevelt's admirers—by an announcement made by Count Guido Reichsgraft von Auersperg, an Austrian nobleman staying at the fashionable Hotel Plaza.

According to the Count's statement, the Consul, Herr von Pereked, spoke disparagingly of the ex-President in the Count's presence, and referred to him as a "self-advertising humbug" and "blatherskite." The Count, who is a great admirer of Mr. Roosevelt, sharply rebuked the Consul for speaking so disrespectfully of one of the most prominent men in the country to which he was accredited, and, considering an official who could be so indiscreet to be incapable of performing his duties satisfactorily, forthwith reported the incident to the Austrian Foreign Office in Vienna. The recall followed.

RUBBER RETURNS FOR MAY.

The following rubber companies announce:

	lbs.
Anglo-Malay	47,953
Pataling	27,057
London Asiatic	12,656
Golden Hope	5,877
Selaba	5,786
Bibu	5,623
Bikan	785
Sungei Choh	3,930
Sungei Salak	2,103
Seremban	31,516
Highlands and Lowlands	38,648
Batu Tiga	6,622
Singapore Para	4950
Inch Kenneth	14,428
Carey United	12,000
Bukit Kajang	3,824
Saint Helena, Perak	125
Kamuning	7,171
Pejam, Ltd.	2,400 dry.
Bukit Lintang	3,320 "
Banteng (Selangor)	1,716
Liuggi	62,500
Caledonia	17,687
Tali Ayer	12,200
Straits Rubber Co.	21,980
Rubana	10,000

SUPREME COURT.

Monday, June 13th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

INTERFERING WITH A RECEIVER.

In the matter of the estate of Pang Sing Yui deceased, and in the action between Pang Chun Tong *v.* Pang Chung Yui and Pang Ng Shi, Mr. Slade moved that the defendants be committed to prison for contempt of Court in interfering with the management and control of Mr. J. H. Seth as receiver and manager of the A Dai shop of 29, Hing Lung Street; and that the defendants, their servants and agents, be restrained by order and injunction of the Court from incurring any debts or debt in respect of the business of the A Dai shop, and from carrying on or in any manner interfering in or intermedding with, the said business or any of the monies, property, assets, or affairs thereof, or the management or control of Mr. Seth as receiver and manager, and from entering upon the premises of the shop until judgment in the action or until further notice.

Mr. M. W. Slade, K.C., who was instructed by Mr. Bulmer Johnson (of Messrs. Dennys & Bowley), moved on behalf of the plaintiff. The first defendant was represented by Mr. Eldon Potter, instructed by Mr. F. X. d'Almada e Castro (of Messrs. Almada & Smith), and the second by Mr. C. G. Alabaster, instructed by Mr. Christopher Wilson (of Messrs. Hastings & Hastings).

Mr. Slade informed the Court that what happened to the A Dai firm seemed to be what happened to so many firms in this Colony. The original owner died and no letters of administration were taken out.

His Lordship—When did he die?

Mr. Slade—Thirty-eight years ago. After his death his three sons carried on the business, and the plaintiff's father up to the time of his death was the acting manager. It would appear that in 1885 the defendant, Pang Chung Yoi, took over the management.

His Lordship—When was administration taken out?

Mr. Slade—This year. Proceeding, Counsel stated that in the original action an order for a receiver and manager was obtained on January 11th, this year. Mr. Seth was appointed, gave the necessary security, and took up his duties. The motions brought were motions intended to prevent interference by the two defendants with the receiver in the performance of his duties. It was a double motion applying for each of the remedies which the Court could apply in consequence of interference with a receiver. The first was committal for contempt, a strong measure to take, and the second was an injunction. The object really, in putting in the application for committal for contempt was that if his Lordship thought the circumstances justified it, it would enable an order of committal to be drawn up and left lying in the Registry to be put in force in case of further interference. It was a question of machinery, and all the plaintiff wanted was that the receiver and manager should be protected. He did not want the defendants sent to prison, but their presence in the shop was becoming a menace to the due carrying on of the business. Mr. Slade then read the affidavits filed in support of the motions, which showed that the first defendant had been giving away numerous presents, and the suggestion of the plaintiff was that these presents were not made for the benefit of the A Dai shop at all. The evidence on which the first motion was applied for was general misbehaviour, and the man taking upon himself to give a series of presents. Affidavits of notice of motion had been served upon him, and in the interval plaintiff got evidence of further active steps taken by him to interfere with the shop.

Mr. Potter dealt with the question of his client transferring to an opposition shop on the other side, and explained that he had been deprived of any voice in the A Dai business at all. But he knew that if he disappeared from that shop the business would go down. His client was willing to leave the Wing A Tai if he got a proper allowance.

His Lordship—He will have to leave the Wing A Tai. The question is whether we shall let him stop in the old shop.

Mr. Potter—Surely the man must get some treatment. Your Lordship will not prejudge the case and say my client will get nothing.

His Lordship thought the first motion as it stood was a little thin, but at the same time it had been warranted by subsequent events. On the affidavits he was not prepared to say that the defendant was not to stop in the A Dai.

Mr. Potter said it was absolutely denied that his client had been soliciting customers, and the question before his Lordship was whether the affidavits were true or false. If his Lordship made the order asked he absolutely cut the defendant off from all subsistence, and the latter could do nothing for himself unless the Court made an order that the receiver should pay him so much a month. The defendant was willing to leave the A Tai if he got an allowance.

His Lordship—I think he ought to get a subsistence allowance, and I also think it would be better for the A Dai shop that he should remain there. That point I must go into.

The matter was further considered in chambers in the afternoon.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. F. A. HAZELAND (ACTING PUISNE JUDGE).

ALLEGED FALSE IMPRISONMENT.

The trial of the action brought by Wong Fu Ng, compradore, against Captain A. A. Johnson, of the s.s. *Shui On*, was concluded before his Honour and the following jury:—J. A. T. Plummer (foreman), J. A. Hunter and D. Cooper. The claim was for $1,000 for alleged assault and false imprisonment.

Mr. Eldon Potter, instructed by Mr. Davidson (of Messrs. Hastings & Hastings), appeared for the plaintiff, while defendant was represented by Mr. C. G. Alabaster, instructed by Mr. W. E. L. Shenton (of Messrs. Deacon, Looker & Deacon).

After Counsel had addressed the Court the jury found against the defendant on the three points submitted to them, and his Lordship awarded the plaintiff $500 damages, but granted a stay of execution pending appeal.

JAPANESE LACQUER.

Mr. James Orange, the well-known Hongkong architect, the public his friends under a debt of gratitude by his dainty and charming publication bearing the title given above. He modestly describes it as "a small collection of Japanese lacquer made by James Orange," but though it may not vie with some of the collections amassed by gentlemen who have spent the greater part of their lives in the Land of the Rising Sun it certainly is better than the ordinary busy professional or commercial man hope to acquire here. Guided by a good taste in his early purchases, and supplementing this by useful information gained from competent authorities on the ancient art, he has acquired a sound judgment and a good experience which are seen to advantage in the collection which is considered representative of periods and makers.

The author precedes a short history of the art of lacquer by a quotation from "Things Japanese," by B. H. Chamberlain. "Appreciation of lacquer is a taste that has to be acquired, grows upon one and places the best lacquer in the category of almost sacred things. To show a really fine piece casually to a newcomer or to send it home, as a gift to one of the uncultivated natives of Europe or America, is, as the Japanese proverb says, like giving guineas to a cat. He will take it up for an instant, just glance at it, say, 'What a pretty little thing!' and put it down again, imagining it to be worth at most a couple of dollars. Not improbably it cost a hundred, and was the outcome of years of patient toil and marvellous art." He afterwards indicates that the art of lacquering is supposed to have been introduced, like so many of the Japanese arts, from China, and the first mention of lacquer is about B.C. 392. The next notice is in A.D. 645, when lacquered articles were received by the Government in lieu of taxes. The industry then practically became a necessity, and after the tenth century the manufacture of lacquer became more elaborate and more minute, the nobles beginning to use articles of furniture covered with gold lacquer. About the middle of the fifteenth century a marked change took place in the style of gold lacquer. Previously the decorations had consisted for the most part of floral designs, but now landscapes, figures and architectural subjects came into fashion. During the period from 1603 to 1854 the art received a great impetus, and an enormous quantity of good work was done, much of which was unfortunately destroyed during the Restoration War of 1868.

Mr. Orange then goes on to describe the materials used in manufacture, the manufacture and the various kinds of lacquer work, all of which will be read with interest by those who appreciate the beautiful art of lacquering. The frontispiece, a representation of black and gold lacquer is a marvellously successful experiment in photo printing on gold, and the fifty pages of beautiful collo type illustrations give the book a considerable value. It was compiled in 1907 for private circulation, but many requests for copies and the suggestion of a leading art connoisseur of Tokyo led to the reprint under review. It can be had from Messrs. Kelly & Walsh.

A PORTUGUESE CELEBRATION.

The feast of St. Anthony of Lisbon was celebrated yesterday evening with great pomp at the little chapel at West Point. The service started with the hymn "Iste Confessor" sung by the choir under the conductorship of the Rev. Fr. Grampa accompanied by the orchestra of amateurs. The very Rev. Father Costa Nunes, Vicar General of Macao, elivered an appropriate sermon, taking for the text of his exordium *Fecit mirabilia in vita sua.* He eulogised the glorious deeds of the Saint during his apostolic life and in his main discourse the preacher alluded with brilliant eloquency to the many reforms made by the Saint which caused him to be regarded as the first reformer of the thirteenth century, who by his preaching and miracles defeated the heretics, Albigences and Arians and converted them to the Faith. The preacher's enthusiasm kindled as he proceeded to compare the 13th century with the present one when religion is greatly neglected and indifferently exercised, and in a striking peroration he recommended the congregation to cultivate the true love for religion and due respect for all its dogmas, concluding with: *Quando Corpus morietur, fac ut animæ donetur, Paradisi gloria!*. His Lordship Bishop Pozzoni, assisted by the Rev. Fathers Agostini and Leung, officiated at the Benediction of the Holy Sacrament.—*Contributed.*

FUNERAL OF CUSTOMS OFFICER MARTIN.

The funeral of Mr. Martin, an officer of the Imperial Maritime Customs, stationed at Canton, who was fatally shot on the river steamer *Kwong Tung*, took place on the 7th instant. It was largely attended by Europeans and Chinese, who assembled to pay a last tribute of respect to the young officer who sacrificed his life to duty's call. After a short service at the French Church the coffin, which was loaded with wreaths, was borne by pallbearers to the bund. A guard of honour from the Police Taotai's guards and the 8th Yin regiment proceded the mournful procession, while at the rear walked representatives of the Foreign Consuls and numerous residents of the Shameen. The remains were then conveyed by launch to the cemetery opposite the Macao fort, friends and mourners following in other launches. The Chinese Authorities are said to be eulogising the deceased's heroic action, and there is talk of posthumous honours.

PRAYING FOR RAIN.

INTERESTING CEREMONIES AT TAIPO.

The appended report by Mr. S. B. C. Ross, District Officer at Taipo, will be read with interest:—

During the last few weeks private prayers for rain have been offered throughout the Territory. Anyone who happened to walk through the district might have observed that the hilltops were crowned with little knots of men who with banners, crackers and gongs were offering up prayers for rain. All amateur supplications proved, however, unavailing, and the elders of Ha Tsun collected money and obtained the necessary permits for erecting matsheds and carrying on religious services. The services for rain began at Ha Tsun on the 20th day of the 4th moon and lasted for three days.

A small matshed was erected on a threshing floor near Ha Tsun, and in this matshed were posted up the names of all the deities who have temples in the Shap Pat Heung, T'un Mun and Ha Tsun districts. T'in Hau, Kun Yam, Tai Wong and Kwan Tai were the deities whose aid was specially invoked.

Prayers were offered up thrice daily before the names of the gods, some 40 or 50 persons taking part in the ceremony. A black flag was placed on the top of a small hill in the rear of the Sha Kong Miu. This is locally explained as a means by which malign influence may be averted and attention to the ceremony attracted. This is a mistake. Reference to the Golden Bough will show that black flags or cloths are a common feature of all rain-making ceremonies, and that they are supposed to simulate the black thunder clouds. I regret that I have no copy of the Golden Bough at Tai Po and am unable to give the reference.

Ten Nam Mo were engaged to conduct the services. The three principal were: Lung Yut Hang of Nam T'su, Cheng King Wan of Nam P'in Wai and Ch'an Fu Tai of Ha Tsun T'in Sam.

It is interesting to observe that the Nam Mo and all persons taking part in the ceremonies had to abstain from flesh and fish and from wine. Many parallels will be found to this in the Golden Bough.

All ceremonies were conducted bareheaded and no umbrellas were allowed. Persons meeting the processions or passing the matshed had to remove their hats and lower their umbrellas. I am rather doubtful as to the meaning of this. I am inclined to believe that the real explanation is to be found in the belief in sympathetic magic which is the basis of all rain-making. The umbrella is now used to ward off the rays of the sun. If umbrellas were opened during the ceremonies they might symathetically influence the sun and induce him to shine, thus counteracting the spells of the Nam Mo which have for their object the veiling of the sun behind heavy thunder clouds.

After three days' prayer processions consisting of some 200 persons were formed and visited all the Temples from which the deities, names had been borrowed. Over 100 deities lent their countenance or rather their names to the proceedings. These procession were always the same and led by the following:—Five men dressed in flowery jackets with wings attached representing Thunder. They carried a chisel and an axe and had painted faces. They led the procession. One woman dressed in a black jacket and yellow apron representing Lighting. One woman dressed in a black jacket and blue apron carrying a blue disc on a pole representing the Moon. One man dressed in a red jacket carrying a red disc on a pole representing the Sun. One man dressed in long robes wearing a false beard and moustache and carrying a flywhisp representing the Wind. One man dressed in long white robes and wearing a false moustache representing Rain. The procession was accompanied by two black flags, and cymbals, gongs, one large drum and two horns supplied the music. It will be noticed that black flags are again to the fore and the chisels and taxes of the thunder men can be paralleled from other rain-making ceremonies.

The method employed to ascertain the day on which rain would fall was as follows:—The principal Nam Ho kneels in front of the deities' names and throws down the "pui" or divining rods. He inquires if rain will fall on a certain day. The "pui" divining roads have one side convex representing the Yam principle, and one side flat representing the Yeung principle. If both sides turn up Yam the answer is unfavourable. If both sides turn up Yeung the answer is indifferent and nothing definite can be deduced from the throw. If one Yam and one Yeung turns up the answer is auspicious.

During the prayers at Ha Tsun, when the deities were asked if rain would fall on the 25th day of the moon (June 2nd), the "pui" fell in the auspicious position thrice in succession. Each of the three principal Nam Mo threw the "pui" and each of the three obtained the same reply with regard to June 2nd.

The reply was so clear that no one in the Territory had any doubt that rain would fall on the 25th day of the moon. The forecast of the Nam Mo was wonderfully accurate. On that day 4¼ inches of rain fell at Tai Po, while during the previous seven months there had been less than seven inches.

I am disappointed to see that no mimic making of rain took place. The pouring out of water under a black cloth is a feature of many rain ceremonies. In this case we have instances of the black cloth, imitative representations of the rain producing forces, thunder wind and the like, but no actual mimic production of rain.

No fees were paid to the Nam Mo for making rain as it is regarded as a work of public utility and a means by which Nam Mo acquire merit. Some $400 were expended during the ceremonies—in providing the Nam Mo with rice and in the purchase of paper clothing, joss sticks, crackers, etc. The money was provided partly by the Ha Tsun ancestral funds and partly by subscription.

SHIPPING NOTES.

It is announced that the Royal Mail Steam Packet Company has agreed to purchase the whole of the Pacific Steam Navigation Company's share capital at the price of £25 per share. In 1907 the Royal Mail Steam Packet Co. acquired a half-share in the "Shire" line of steamers, thus extending their operations (which had hitherto been confined practically to the Atlantic) to Japan, China and the Far East. Further developments have taken place since then and the Company's fleet now consists of 50 steamers aggregating 211,831 tons, with several additional vessels, each of 13,000 tons, in course of construction for the Australian mail service. The Pacific Steam Navigation Co.'s fleet consists of 44 steamers aggregating 182,938 tons.

* * *

The transformation that has come over the port of Calcutta since the thorough reorganisation of its dock policy was instituted a few years ago is graphically shown by the annual financial statement just issued. Ten years ago the income of the port amounted to Rs. 66½ lakhs; during the ensuing year the Port Commissioners, proceeding upon a cautious basis, estimate that their revenue will amount to Rs. 1,30,87,000. The rate of progress in the past five years has been about ten lakhs per annum, but a record, both in the amount of advance and in the actual volume of trade is looked for in the next twelve months owing to the general revival of prosperity which Calcutta is expecting to share with the other ports of the Empire. The prospect is stimulating the Commissioners to hasten the works now in hand for expanding their dock accommodation. At Kidderpore docks, where the bulk of the export trade is handled, and berths for large ocean-going steamers are being provided, the construction work in hand is being hurried on to completion with as little delay as possible, in order to keep ahead of the rapid expansion of trade. Meanwhile, the land for the great Dock Extension Scheme has practically all been acquired, and a special engineering establishment is now engaged upon the preliminary work connected with the project. The satisfactory position which the general finances of the port have reached is indicated by a statement which shows that the total assets amount, in round numbers, to Rs. 1,078 lakhs, while the liabilities are Rs. 835 lakhs only, this being the successful result of large sums, approaching in the aggregate to about a crore of rupees, having in past years been contributed by revenue for new works, that is to say, improvement of assets.

* * *

Five years ago the Allan Line had the distinction of placing the first turbine steamers on the Atlantic. No little interest, therefore, attaches to the decision of its directors to order for the Liverpool and St. Lawrence service two other liners dependent on turbine machinery. It is a clear proof that the experiment which the *Victorian* and *Virginian* represented has had very satisfactory results. But the step now contemplated betokens a good deal more. If report speaks truly, the new liners are to be of over 20,000 tons, or nearly twice the size of the *Victorian* and *Virginian*, and are to have a speed considerably in excess of their 18 knots. The aim of this greater speed will, it is understood, be to enable passengers by the Allan Line to reach Quebec in the time the fast Cunarders require to reach New York. Although steaming, that is to say, at a substantially slower rate than the Cunarders, yet, thanks to the shorter Canadian route the Dominion port will be put on an equality with New York. This geographical advantage of Canada has never yet been fully exploited, and many people going to the Dominion still proceed *viâ* New York. The inauguration of the Royal Line of steamers from Bristol to Canada should, however, do something to emphasise the importance of the direct route. The *Royal Edward* has been reported as maintaining a speed of 19¾ knots. This would give a passage from port to port of no more than five days, which is something slightly better than the achievement of the "Empress" boats of the Canadian Pacific Railway Company. The decision of the Allan Line, which must be taken to point to the construction of boats faster, if anything, than any of those now in service, is, therefore, opportunely arrived at.

* * *

It looks very much as if in the near future the Canadian lines will seriously challenge the supremacy of New York, heretofore the great ocean port of North America. In a measure, indeed, the gauntlet has already been thrown down. The *Laurentic* and the *Megantic*, the steamers with which the White Star Line embarked in the Canadian trade, were no small compliment, in their size and character, to the growing passenger and cargo trade with the Dominion. The "Empress" boats of the Canadian Pacific Railway, already referred to, have, of course, played a conspicuous part in the cultivation of Dominion traffic. Practically equal in tonnage to the newer White Star boats, they are at least three knots superior in speed. From time to time rumour has credited the Canadian Pacific with the intention of adding other and even faster steamers to its fleet, while the Grand Trunk Pacific Company is understood to have ambitions in the direction of an Atlantic service of its own.

* * *

A year ago the directors of the Union-Castle Company presented a rather gloomy report. Since then, however, things have taken a decided turn for the better in South Africa, and the report now issued is of a more cheerful character. Probably still further progress in the direction of improvement has been made during the present year, for South African trade is not only a good deal brisker, but is gradually beginning to redeem itself from the reproach that it provides little in the way of homeward cargo. As the agricultural development of the sub-continent proceeds the difficulty in this respect should tend to disappear. Possibly the statement in the report that homeward passenger traffic has largely decreased is itself a sign of returning Colonial prosperity.

In February last power was taken by the directors of the Pacific Steam Navigation Company to issue Debentures to cover the cost of building two large steamers for the Buenos Ayres trade. The decision was arrived at in view of the probable early opening of the railway across the Andes, which will link up Buenos Ayres and Valparaiso. Obviously, with this short cut across the continent available, there will be passengers who will wish to take advantage of it, rather than continue the voyage from Monte Video by way of the Straits of Magellan. The object of the Pacific Company in building these two new steamers is, therefore, to give access by fast boats from Liverpool to the Buenos Ayres end of the railway. The company's annual report, just issued, speaks of the Debenture issue as having been delayed, as the money is not wanted immediately. Meanwhile, inquiries are circulating among shipbuilders. The comparative leisure suggested by the report seems to indicate that the actual opening of the trans-continental railway is still some distance ahead.

* * *

"There is no possible doubt that the drydock *Dewey* can be raised. It may be a very long and costly job, but it is hoped to see her up before the end of next week," was the statement of a high naval official made to a *Cablenews* representative who is considered one of the best posted officers in the service as to the condition of the *Dewey*. "The court of inquiry appointed to look into the sinking of the dock," he continued, "has made no report either written or verbal and can not until the dock has been raised, which is the only way it can be learned what sunk her; the bottom being 14 feet in the mud on one side it is impossible for the divers to determine the cause of the accident." The dock's main pump, which is a 24inch centrifugal pump, and ejects 35 tons of water a minute, will be in operation under steam within a few days, and that together with the compressed air pumps it is thought will lift her. The steamer *Protector* was sent over to Olongapo by one of the large steamship and dredging companies of Hongkong to assist in floating the *Dewey* in case any outside assistance is needed. It is hoped by the naval authorities, however, that the work of floating her can be done with the apparatus in hand.

It has been authoritatively stated that the *Dewey* has not sunk more than 18 inches during the past fortnight and that is due to the fact that she has been raised several feet on the opposite side. It is understood the pumps she has now installed will be able to lift her if there are no large openings to the sea or any great damage incurred by her sinking.

The naval authorities are encouraged over the excellent prospects of floating the *Dewey* in the near future. If it cannot be done with the pumps now at their command it can surely be done with the aid of the Hongkong dredgers.

TOWN SWEPT BY A CLOUDBURST.

Driffield was overwhelmed by a flood in the early hours of May 20th which took the toll of one life and spread devastation broadcast.

It was the result of a cloudburst on the Yorkshire wolds four miles away.

Not in human memory had there been any parallel in the neighbourhood to the terrible scenes witnessed.

A storm broke over Driffield a little before four o'clock in the morning which promised to be no more than an ordinary thunderstorm. Suddenly it grew in fury and the lightning crossed and met and crossed and met again until the heavens were illumined by a continuous succession of electric flashes which lasted for the greater part of an hour.

Terrific thunder accompanied it. Peal after peal made the inhabitants quit their beds, and as they did so rain gave place to a downfall of hail and jagged ice.

How terrible it was may be gathered from the fact that at Driffield Station it lay a foot deep, at Cottam, four miles beyond, it lay nearly two feet deep—not ordinary hailstones, but great pieces of ice, some in cubes an inch across, others lumps as large as a walnut.

For the greater part of an hour these terrible conditions prevailed and threw all the inhabitants into a state of terror.

In less than an hour half the town was submerged.

TIMELY WARNING.

Mr. Kirby, a farmer, of Emswell Wold, three miles beyond Driffield, awakened about 5.30 by the storm, went out and heard the terrible roaring of rushing water round the foot of the hills coming from the direction of Cowlamdale. Taught by the experiences of the terrible floods of 1892, he knew what was the purport of the roaring. He saddled a horse, and galloped into Driffield to warn the inhabitants that the waters were upon them.

The people, already panic-stricken by the storm now passed, awaited calmly the coming of the waters he brought tidings of.

Driffield is divided by a little stream a few feet wide and few inches deep, which flows through the centre of the town. It was here that the inhabitants had danger to fear. Hardy spirits, residents of houses well-placed beyond the danger zone, ventured out to see the coming overwhelming of the town. They saw a terrible turgid avalanche of water descending on them, which caused them to fly for their lives, and in an instant the ocean of water had swept on.

Four of the half-dozen bridges across the strain were washed away. The cattle market was partially destroyed, and sheep and horses were floating about in a lake two hundred yards across. Van-dwellers were in jeopardy, and hundreds of inhabitants were rendered temporarily homeless, for, roused from their beds, they found their houses with six feet of water in the lower storeys.

Boats were requisitioned, and several gallant rescues effected, Boy Scouts assisting in the work. The gasworks were flooded, and every spark of fire was extinguished.

UNAVAILING HEROISM.

Providence-place was the scene of the one fatality. Dora Whitehead, the little girl who was drowned, was one of a family of three, of whom two were rescued by the mother. A twelve-year-old boy, Oliver Johnson, rushed into the house and seized Dora, telling the mother he would take her to a neighbouring house. He did so, but no sooner had he deposited his burden on the sofa than the house was flooded, and in the panic the body and the residents left the house.

The frenzied mother missed the child, and, raising an alarm, a young groom named William Hodgson threw off his clothes, swam to the house, and searched for the child. He found her and carried her to her mother. Every effort was made to restore her by two ladies, but without avail.

A NEW WOMAN IN JAPAN.

It would seem as if the East bears testimony, as well as the West, to the ancient truth that no career of distinction or usefulness for a woman, however original or however gifted, can equal marriage in happiness when the marriage is a love-union and a perfect match. There has lately been published in England and America a translation of the warrior-romances of Mme. Yei Theodora Ozaki, better known as the author of that classic in Asiatic folk-lore, "The Japanese Fairy Book," and Messrs. Constable have given the new book in English the title of "Warriors of Old Japan and Other Stories." The stories in themselves are quaint and brave and marvellous in their exaggerated heroism; but it is the personality of the author that invites our attention most and retains it longest.

AN ANGLO-JAPANESE MARRIAGE.

An example of the happy married woman she herself sprang from a most unhappy union. Her father, Baron Saburo Ozaki, descended from the ancient samurai, was a member of the Japanese House of Peers, and a Privy Councillor of the realm, but a man of modern views, who was one of the first of his countrymen to repair to England to see what it could teach him. In England he made the acquaintence of Bathia Catherine, daughter of William Morrison, a well-known linguist and scholar, and brother of Alexander Morrison, who is famous for his translations of the great German philosophers and historians. William Morrison had instructed many Japanese in English speech and English ways, and there seemed the happiest auguries when his new pupil, Baron Ozaki, married his daughter and took her out East. Five years later they parted, however, through sheer incompatibility between the Western temperament and Eastern traditions; even traditions modified by progress. The three children of the marriage remained in England with their mother, but when sixteen years of age his second daughter, Yei, was ordered out East by her father, and obeyed the call. He found her truly Japanese in appearance, and was delighted with her charm and grace and accomplishments, but she failed to bring about the parental reconciliation sentimental readers will perceive to be the ideal ending of this story from real life. She fell in with her father's view that life for her in future was to be wholly Japanese, but when he made a marriage alliance for her, she revolted, out of a natural desire not to repeat the experience of her mother. He himself had married again, and there were younger children in the family growing up around her, so she decided to move away and become independent by maintaining herself as a teacher of English.

A FAMOUS NOVELIST'S TRIBUTE.

In this way Yei Ozaki met Mrs. Hugh Fraser when the latter's husband was British Minister in Tokyo, and formed one of the potent friendships of her life. When the Frasers returned to Europe, Yei came with them, and during part of the next few years was occupied in the house of Mrs. Fraser's brother, the late F. Marion Crawford, the novelist. He employed her as an amanuensis, and gave her the task of cataloguing his library, giving her testimonials later for the admirable way in which she had done the work. He also discerned literary ability in her, from the stories with which she used to regale his daughters from memory, and urged her to lecture on and publish them. Italy charmed all during this period, and she cultivated her voice and her guitar—playing to much effect; but her native land recalled her, and she undertook the tuition in English of a class of men and boys, living meanwhile in a half-ruined Buddhist temple. She began to write for English magazines and reviews, occupied herself with native philanthropic movements and resolved to clear Western minds of their misconceptions regarding Japanese womanhood.

A POSTMAN'S HAPPY BLUNDER.

Soon she found herself receiving letters meant for the Mayor of Tokyo, Mr. Yukio Ozaki, and this mistake on the part of the postman brought together two people with the same surname and other affinities besides. By the time they met at a dinner-party and laughed over the postman's blunders they had come to know each other by hearsay, and to admire each other for their intellectual and moral gifts, public spirit, and conspicuous tolerance of mind. Riper acquaintance led to marriage—the happy marriage we have referred to—and their neighbours testified to the merits of the happy man be christening him "the First (that is to say, the Best) Bridegroom in Japan." A born orator, it is he who was deputed to welcome Admiral Togo on his return from victory in the campaign against Russia, in the presence of half a million people.

In a letter to her friend, Mrs. Fraser, she described herself as a happy woman rejoicing in every phase of official life, in Court and out of it, but most of all in the privacy of her own home and the company of her baby daughter. She concludes her letter: "If you must write about us, tell people about Yukio (her husband)—he is so good and great. I have no wish to be mentioned apart from him." The letter was addressed to Mrs. Fraser, who incorporates it in her charming introduction to the book, and it is upon this with its pleasant pen-pictures of Japanese home life that we have drawn.

FORTUNE OF £2,580,095.

A fortune of £2,580,095, representing the gross value of the estate, has been left by Sir Edward Payson Wills, Bart., a former director of the Imperial Tobacco Company, and whose will has just been proved. The net personalty is £2,531,207, and the amount which the Treasury will receive as death duty is £379,631.

Sir Edward died on March 13 at Bristol. During his lifetime he contributed lavishly to various philanthropic institutions, his gifts including £20,000 to the Queen Victoria Convalescent Home and £15,000 to the Bishop of Bristol for diocesan purposes. In this respect he followed the example of Sir Frederick Wills, the first baronet, who died in February, 1909, leaving an estate of £2,916,649, on which a death duty of £313,735 was paid.

The legacies of Sir Edward are entirely personal. Among them are gifts of £45,000 each to Captain Arnold Wills, Mrs. Bowcroft, and Miss Violet Wills. The trustees are directed to establish a title fund, the income devolving upon the successors to the baronetcy.

Other big wills within recent times have been the following:—

Mr. Charles Morrison	£5,666,666
Sir Donald Currie	2,918,114
John Rylands, Manchester	2,547,185
William Whiteley	1,452,625
W. Francis Cook, of St. Paul's Churchyard	1,203,809
Eighth Duke of Devonshire ...	1,164,960
Lord Burton (at least) ...	1,000,000

In the case of Mr. Morrison it will be remembered that the Chancellor of the Exchequer received estate duty of £1,000,000.

RUBBER NOTES.

PHILIPPINE RUBBER.

An American journal has the following to say concerning the building up of the rubber industry in the Philippines:—

The reported consolidation of the rubber interests in Ceylon has caused some of the manufacturers of rubber in this country to hope for a reduction, or at least a halt in the advance, of the price of raw rubber. Within the last year Brazilian rubber has increased greatly in price. British interests control the Brazil supply to a large extent.

The obvious opportunity for Americans seems to be the development of rubber growing in the Philippines. Rubber in Ceylon is comparatively new as a commercial commodity. Tea succeeded coffee as the chief product of the island when a parasite devastated the coffee plantations, and rubber growing on a large scale was undertaken only a few years ago. It is reasonable to believe the reports that the Philippines contain a great deal of land that will grow rubber. If Ceylon and the Malay States, with a similar climate and somewhat similar soil, will grow rubber so readily there seems to be no reason to doubt the reports of investigators as to the possibilities of rubber upon the archipelago into the possession of which we have come and which we are likely to retain. What misfortunes the Philippines may bring us no one can foretell, but they should provide us with rubber, which we import at the rate of $30,000 a year, if the experts who have gone over the ground are not greatly mistaken.

CHANCE FOR RUBBER PLANTERS.

If report speaks truly Brazil should prove a veritable Tom Tiddler's ground for some enterprising rubber planters. It is stated that the Federal Government of Brazil have under consideration a proposal to offer to such people as are willing to plant at least a million trees, free land and exemption from taxes and from export duties on rubber for a long period, the Government to participate in the profits of the enterprise. Further the Government is credited with the intention to make a determined effort to develop rubber exploitation and planting according to the most modern and scientific methods, and the British Acting Consul-General at Rio de Janeiro mentions that a Brazilian rubber trade newspaper states that the Government of the State of Para have sent a message to the State Congress suggesting the rubber planters should be encouraged to start cultivating in regions more easily accessible to the coast. The Government, it is satisfactory to learn, is said to be showing itself alive to the necessity of regulating the rubber output by fixing the period in which the first tapping shall take place and the height of the trees above ground.

PAHANG CONSOLIDATED AND RUBBER.

At an extraordinary general meeting of the Pahang Consolidated Company held recently at Winchester House, resolutions were submitted for the increase of the capital to £500,000 by the creation of 1,000,000 additional ordinary shares of 5s. each. Mr. J. Champneys presided. He said their proposals were a sequel to the meeting in December. At that time he referred to Mr. Frecheville's proposed visit to the property, and he told them if this report should prove favourable the company had friends who would aid them with money for such development of the mine as he (Mr. Frecheville) might advise, even to the extent of the sum mentioned by Mr. Pawle, namely, £70,000. Since then they had Mr. Frecheville's report, and the directors had had the advantage of interviews with him. They were strongly of opinion that his suggestions should be carried out. This would involve a probable ultimate expenditure of £70,000. As to rubber, he (the speaker) told them in December that 2,000 trees had come into full bearing, that Javanese coolies would be brought over in connection with the tapping of the trees, that, in view of the satisfactory growth of the estate, it was proposed, if possible, largely to increase the acreage, and that application had already been made to the Government. Meanwhile they had had the extraordinary outburst of rubber, and they would be losing their opportunity if they did not take the utmost advantage of the suitable land adjacent to their present plantations, and of that lying alongside their railway. After detailing their proposals in this respect, he said, to meet the expenditure on the further development of the mines, the considerable extension of the rubber plantations, and to pay off certain existing liabilities, the directors recommendad that the capital should be increased so as to provide £125,000. The passing of the resolutions would assure the company that amount, for it had been all underwritten, and upon terms most favourable to the shareholders, for there would be no cash consideration, the whole sum, without any deduction for commission, being payable into the coffers of the company. This should encourage the shareholders, for it showed, in spite of the past vicissitudes, that confidence was still strongly felt in regard to their future, as the only advantage that could come to the underwriters would be shared by the shareholders, and would come from the enhanced value of their property. He moved a series of resolutions embodying the increase of capital and the other terms set out in the official circular. A preference shareholder complained of what he considered the unfair treatment meted out to him as a preference holder, and after the Chairman had replied to his strictures, the resolutions were carried.

FREEHOLD ESTATES IN JAVA.

The Second Chamber of the States General discussed on May 10th the Bill for the purchase of the private estate of Kandanghauer in Java.

M. Van Karnebeek (Liberal) advised the Government to prohibit the possession of landed property in the Colonies by private persons not of Dutch nationality, or by joint-stock companies not established in the Colonies according to the requirements of the Mining Laws.

M. de Waal Malefijt, Minister for the Colonies, replied that it would be difficult to prescribe the same rules for land in private possession as for mining concessions.

M. Tijdeman (Liberal) said that he did not fear the influence of foreign capital in the Colonies, but he was opposed to small States within the State. For that reason he insisted upon the expropriation of all "private lands" in Java.

The Bill was passed unanimously.

RUBBER AND GENERAL TRUST COMPANY.

The statutary general meeting was held recently at Winchester House. Mr. Harold S. Seldon, who presided, said that the company was formed chiefly to foster or promote rubber enterprises. There had just been a severe "shake out" in the rubber market due to the number of special settlements which had taken place, and in the shares of many of the companies there had undoubtedly been the wildest gamble. The slump in prices had been helped by the fall in the price of the raw article, but if they looked at the quotation of good shares to-day he thought they would find many tempting purchases. For 1909 the average price of fine hard Para was 6s. 9¾d. per lb., and that of light crêpe 6s. 11¾d., whereas for the first four months of this year the average price of fine hard Para had been 9s. 5d., and that of light crêpe 9s. 9½d. He had purposely compared the Para price with the price of light crepe, as both were standard articles, so that the very high price which some specialities, such as smoked sheet, had fetched, did not come into these comparisons. Para would, therefore, have to drop to about 5s. 3d. per lb. for the remainder of this year for the plantation companies merely to maintain the dividends which they paid for the previous year, without taking into account the increase in crops which, as apparent from the monthly cabled returns from various properties, were highly encouraging. Such a heavy drop in prices was not, however, at all likely to occur. He afterwards stated that the company's investments did not show any depreciation.

"A ROSE BY ANY OTHER NAME."

The *Straits Times* is requested to state that the Malacca Sungei Bahru properties are to be floated by Mr. W. M. Sime under the name of "Kempas, Limited." The purchase price and the capital will be somewhat lower than stated in the prospectus of the flotation which failed recently. Mr. Sime desires it to be quite clearly understood that the properties are one and the same. If opportunity is given, we may express an opinion on the new financing when the prospectus appears. Meantime, we may say that we think the change of name a good thing.

RUBBER IN THE PHILIPPINES.

Backed by nearly P3,000,000, worth of capital to be used in development work in the Philippines, Captain A. C. Littler has returned to Manila after an extended trip through England and Scotland, where his missionary work for the islands brought out English and Scottish savings to be used in local industries, observes the *Manila Times*. Captain Littler's first venture will be in the rich Cotobato valley of Mindanao, whither he will go next, to lay out the plantation of the Rio Grande Rubber Estates Company, Limited. The concern will plant 2,500 acres of rubber. Mr. Frank Bost, who has been on a trip home from Borneo, is now on his way to Manila from England to take charge of the work.

RUBBER TRADE IN JAPAN.

The *Board of Trade Journal* says that in the closing months of 1909 there was a sudden development in Tokyo and Yokohama of the use of solid rubber types for jinrikishas, and there is little doubt but that the fashion will spread to nearly all the large towns in the provinces. The price naturally varies considerably according to the quality, but it appears that a pair of wheels with tyres costs from 26 yen to 34 yen and the tyres alone from 14.5 yen to 18 yen a pair (the diameter of the wheel is 42in.). It is estimated that these tyres will last two years, but as they have only been in use a short time it is impossible to judge. On the other hand, British-imported tyres used by the brokers have lasted for over ten years; similar tyres now cost 30 yen. Most of the types now coming into use are manufactured locally, though some few are imported. All the Japanese firms making tyres also manufacture rubber soles for the "tabi" or blue socks which the rikisha men wear; they also make rubber balls and various other rubber goods. There are many small factories with from 10 to 15 hands, especially in Osaka. The principal consumers of rubber are the electric wire works, which manufacture articles for the use of the Army and Navy. Two companies are installing plants for making waterproofs for the Navy. Japan imports supplies of crude rubber from the Straits Settlements, the Dutch East Indies, the United Kingdom, and America. Plantations have been made in Formosa, and wild rubber is also found there.

LATEST STEAMER MOVEMENTS.

The German str. *Borneo* left Kudat on the 11th inst. p.m., and may be expected here on or about the 15th inst. p.m.

The Austrian Lloyd's str. *Persia* left Singapore for this port on the 11th inst., and is due here on the 17th inst.

The Apcar str. *Arratoon Apcar* from Kobe left Moji on the 13th instant morning, and may be expected here on or about the 17th inst.

The M.M. str. *Tonkin* with the French mail of the 22nd ult., and mails from London of the 21st ult., left Singapore on the 13th inst., at 8 a.m., and is expected to arrive here on Monday morning, the 20th inst., and will probably leave for Shanghai and Japan on the same afternoon.

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PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
On FRIDAY,
the 17th JUNE, 1910, at 11 A.M., at the CHINA NAVIGATION Co., LTD. Godowns,
Praya, West Point,
The following Goods Salved ex S.S. "KWEIYANG,"
(In Good Order and Condition),
COUNTING BOARDS, MEDICINE, MERCHANDISE, BAMBOO STICKS, TIN, RATTANS, VICTUALLING STORES, RUM, WOOD STAVES, IRON and RUBBER WARE, STAVES SAPAN WOOD, CASSIA, PAPER, IRON HOOP, CHAIN, &c., &c., &c.
Terms:—As Usual.

HUGHES & HOUGH,
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Hongkong, 14th June, 1910. [750

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"PERSIA,"

Captain P. Giurgevich, will leave for the above places on TUESDAY, the 21st inst., P.M.

This steamer has splendid accommodation for passengers. Electric light, electric fan in all cabins, and carries a doctor and a stewardess.

For Freight or Passage, apply to

SANDER, WIELER & Co.,
Agents,
Princes' Building.

Hongkong, 14th June, 1910. [3

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"HONGKONG MARU,"

having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after TUESDAY, the 14th inst., 1910, at 4 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance whatever will be effected.

All Cargo undelivered SATURDAY, the 18th inst., 1910, will be subject to rent.

All chafed and otherwise damaged Cargo will be examined SATURDAY, the 18th inst., at 10 A.M.

No Claims will be admitted after the Goods have left the Steamer or Godown.

N. YAMADA,
Acting Manager.

Hongkong, 13th June, 1910. [749

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 15th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.
General Managers.

Hongkong, 13th June, 1910. [14

WANTED.

NURSE (European or Portuguese), for a Child 4½ years of age.

Please apply by letter to—

"R. B."
Care of "Daily Press" Office.

Hongkong, 10th June, 1910. [735

SINGON & Co.,

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. CN. of & 37, HYDE LOONG STREET, (2nd St., wests. 35centralo Market). Telephone No. 515. [496

INTIMATIONS

NOTICE.

IN THE MATTER of the COMPANIES ORDINANCE No. 1 OF 1865,
and
IN THE MATTER of the HONGKONG MILLING COMPANY, LIMITED,
In Liquidation.

PURSUANT to an Order of the Court dated the 20th April, 1910, NOTICE IS HEREBY GIVEN that a FIRST DIVIDEND of 6% will be paid to the Creditors of the above-named Company on SATURDAY, the 18th inst., between the hours of 10 and 12, and on any subsequent day during office hours.

H. PERCY SMITH, F.C.A.,
Official Liquidator,
PERCY SMITH & FLEMING,
No. 5, Queen's Road Central.

Hongkong, 9th June, 1910. [737

NOTICE.

IN THE MATTER of the COMPANIES ORDINANCE No. 1 of 1865,
and
IN THE MATTER of the HONGKONG MILLING COMPANY, LIMITED,
In Liquidation.

PURSUANT to an Order of the Court dated the 20th April, 1910, NOTICE IS HEREBY GIVEN that a MEETING of the Creditors of the above-named Company will be held on FRIDAY, the 17th inst., at the Liquidator's Offices, No. 5, Queen's Road Central, Hongkong, at 12 o'clock NOON, to receive a report of the course of the Liquidation and Accounts in respect thereof.

H. PERCY SMITH, F.C.A.,
Official Liquidator,
PERCY SMITH & FLEMING,
No. 5, Queen's Road Central.

Hongkong, 9th June, 1910. [738

KELLY & WALSH, LIMITED.

HAVE been Appointed SOLE AGENTS in the FAR EAST For the Sale of MAPS Issued by the GEOGRAPHICAL SECTION OF H.M. WAR OFFICE.

Specimens Always on View.

Hongkong, 13th June, 1910. [741

FOR SALE

FOR SALE.

STEAM Launches, Steel Lighters, Wooden Lighters, Steam Cranes (travelling and stationary), Steam Hoists, Lidgerwood Steam Pile Driver, Diving Pump and Dress, Hand Grabs, Capstain, Hand Winches, Driving Pulley, Bolts and Nuts, Hook Bolts, Clutch Bolts, Barrel Bolts, Galvanized Spikes, Pile Shoes, Chain Hoists, Iron and Brass Screws, Differdange Piles, Rolled Steel Joists, Steel Channels, Corrugated Iron Roofing, Roofing Washers, Angle Iron, Cast Iron Columns (suitable for building construction) Whitewashing Machines, Canvas Sewing Machine, Patent Fire Escape "WELL'S" Light, "KITSON" Light, Acetylene Lamps, Hand Pump, Theodolite and Levelling Staff, Roneo Duplicator, Comptometer, Telescope (on tripod), Office Desks and Cupboards;

ALSO

One 17 B.H.P. OIL ENGINE (Kynoch).

Apply to—

HUGHES & HOUGH,
Auctioneers.

Hongkong, 13th June, 1910. [595

NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - - $3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS,

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., LTD.,
ENGINEERS, &C.,
PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [84-168

CHEESE

MILD CANADIAN STILTON

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

[42

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907 [546

TO LET

TO LET.

FIRST FLOOR of No. 4, Des Vœux Road, recently vacated by Institution of Engineers and Shipbuilders.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

One GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON & Co., LTD.

Hongkong, 8th March, 1910. [95

TO LET.

NO. 156, PRAYA EAST, From 1st June.

ALSO

OFFICES, at No. 2, PEDDER STREET, from 1st July.

Apply—MESSRS. JARDINE, MATHESON & Co., LTD.

Hongkong, 1st June, 1910. [706

TO LET.

OFFICES in Des Vœux Road, Central, corner of Ice House Street

Apply to—

MESSRS. PERCY SMITH & FLEMING,
5, Queen's Road.

Hongkong, 2nd June, 1910. [440

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., LTD.

Apply—

THE HONGKONG LAND INVESTMENT & AGENY CO., LD.

Hongkong, 1st June, 1910. [89

TO LET—AT MACAO.

A LARGE BUNGALOW, with Garden and back yard, situated near the Band Stand at the Avenida.

Apply to—

C. A. R. D'ASSUMPÇÃO,
75, Praia Grande, MACAO.

Hongkong, 6th June, 1910. [719

TO LET.

NOS. 19 and 23, SHELLEY STREET, new 5-Roomed Houses.

No. 2, CONDUIT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

A WELL-FURNISHED HOUSE in Kowloon, with use of Tennis Court, from 1st June, 1910.

ROOMS, in No. 15 and 17A, QUEEN'S ROAD CENTRAL, 1st Floor.

No. 3, LES VŒUX VILLAS, PEAK. Newly done up.

No. 9, BEACONSFIELD ARCADE (Shop).

PREMISES at SHAMEEN, CANTON, lately in occupation of the Canton Kowloon Railway.

FOR SALE.—TOR CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 1st June, 1910. [91

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1910. [88

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 1st December, 1909. [474

TO LET.

NO. 7, CONDUIT ROAD, 4 Rooms, with Garden and Detached Servants' Quarters, Gas, Electric Light. From 1st June.

H. M. H. NEMAZEE,

Hongkong, 24th May, 1910. [672

TO LET.

A HOUSE in Wong Nei Chong Road.

GODOWNS, PRAYA EAST, formerly occupied by M.B.K.

A HOUSE in Clifton Gardens.

OFFICES in 16, Des VŒUX Road Central.

"DARTMOOR," No. 13, CONDUIT ROAD.

A HOUSE in RIPON TERRACE.

OFFICES in No. 2, Connaught Road, 3rd Floor.

No. 10, DES VŒUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS.

SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1910. [87

TO LET.

OFFICES, Hotel Mansions.

Apply to—

HENRY HUMPHREYS,
Alexandra Buildings.

Hongkong, 2nd February, 1910. [151

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 9th June, 1910. [325

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Furnished or Unfurnished.

Apply to—

ARRATOON V. APCAR & Co.,
14, Des Vœux Road, Central.

Hongkong, 3rd March, 1910. [363

TO LET

TO LET.

NO. 14, SEYMOUR TERRACE, from 1st July.

Apply to—

COMPRADORE DEPT.,
Care of Messrs. GIBB, LIVINGSTON & Co.

Hongkong, 7th June, 1910. [724

TO LET.

GODOWN, No. 4, Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LD.

Hongkong, 1st June, 1910. [90

TO LET.

NO. 71, CAINE ROAD.

Apply to—

SAM WANG & Co.,
No. 81, Queen's Road Central.

Hongkong, 7th June, 1910. [725

TO LET.

NO. 2, ORMSBY TERRACE, Kowloon. Cheap Rental.

Apply to—

SPANISH DOMINICAN PROCURATION.

Hongkong, 30th May, 1910. [693

TO LET.

GODOWNS in Holland Street and Douglas Lane, Kennedy Town.

Apply to—

CHATER & MODY.

Hongkong, 10th June, 1910. [736

TO LET.

NO. 10, ARBUTHNOT ROAD. Six-Roomed House, with a Small Garden.

Apply to—

E. A. & C. F. DE CARVALHO,
14, Arbuthnot Road.

Hongkong, 30th May, 1910. [694

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... ... Gold $3,250,000.
= about Mex. $7,222,222
RESERVE FUND ... ... Gold $3,250,000
= about Mex. $7,222,222
HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
THE CAPITAL & COUNTIES BANK, LIMITED

BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money, Current Account at the Rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4½ per cent. per annum.
For 6 „ 4 „ „
For 3 „ 3 „ „

No. 9, Queen's Road, Central, Hongkong.

N. S. MARSHALL,
Manager.

Hongkong, 1st May, 1910. [556

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balance $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [19

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 12,378,100 (£1,031,500)
Reserve Fund Fl. 2,754,338,09 (£229,528)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS
THE WILLIAMS DEACONS BANK,
SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixe Deposits at the following rates:—

12 months 4% per annum.
6 do. 3½% do.
3 do. 3% do.

C. WOLDRINGH, Manager.
No. 16, Des Vœux Road Central.

Hongkong, 4th August, 1909 [23

THE BANK OF TAIWAN, LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) .....Yen 5,000,000
Reserve Fund .....Yen 1,710,000

HEAD OFFICE: TAIPEH, FORMOSA

BRANCHES AND AGENCIES:

Amoy	Swatow	Tainan
Anping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE:
3, DES VŒUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

D. TOHDOW, Manager.

Hongkong, 9th March, 1910. [591

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP...Sh. Tels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—

KOENIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.
DIRECTION DER DISCONTO-GESELLSCHAFT } Berlin.
DEUTSCHE BANK
S. BLEICHROEDER
BERLINER HANDELS-GESELLSCHAFT
BANK FUER HANDEL UND INDUSTRIE
ROBERT WARSCHAUER & Co.
MENDELSSOHN & Co.
M. A. VON ROTHSCHILD & SOEHNE } Frankfurt a M.
JACOB S. H. STEEN
NORDDEUTSCHE BANK IN HAMBURG, Hamburg
SAL. OPPENHEIM, JR., & Co., Koeln.
BAYERISCHE HYPOTHEKEN UND WECHSEL-BANK, MUENCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. 22

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL	£1,500,000
SUBSCRIBED	1,125,000
PAID-UP	562,000
RESERVE FUND	285,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS:

For 12 months ... ... 4 per cent.
For 6 „ ... ... 3½ per cent.
For 3 „ ... ... 2½ per cent.

EVAN ORMISTON,
Manager.

Hongkong, 26th April, 1910 [2]

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000
RESERVE FUND ..... „ 16,250,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokyo	London	Osaka
Nagasaki	San Francisco	Lyons
New York	Shanghai	Honolulu
Bombay	Tientsin	Hankow
Newchwang	Dalny	Peking
Antung	Liaoyang	Port Arthur
Tieling	Chiang Chun	Mukden
Kobe		

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 4% per annum
„ „ „ „ 6 „ 3½% „
„ „ „ „ 3 „ 2½% „

TAKEO TAKAMICHI.
Manager.

Hongkong, 14th March, 1901. [393

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
STERLING
£1,500,000 at 2/-=$15,000,000
SILVER $15,500,000
$30,500,000
RESERVE LIABILITY OF PROP'TORS $15,000,000

COURT OF DIRECTORS.
G. BALLOCH, Esq.—Chairman.
ROBERT SHEWAN, Esq.—Deputy Chairman.

F. H. Armstrong, Esq.	F. Lieb, Esq.
J. W. Bandow, Esq.	G. H. Medhurst, Esq.
Hon. Mr. H. Keswick	E. Shellim, Esq.
C. R. Lenzmann, Esq.	H. A. Siebs, Esq.
S. A. Levy, Esq.	

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 7th May, 1910

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,600,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent
for 6 „ 3½ „
for 3 „ 2½ „

WM. DICKSON,
Manager.

Hongkong, 27th April, 1910. [107

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA"

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Macedonia."
From Calcutta, ex s.s. "Syria."
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 8th June, 1910. [1

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAZEE,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
Agents.

Hongkong, 8th June, 1910. [732

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before NOON on the 17th inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & Co.,
Agents.

Hongkong, 9th June, 1910. [4

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS Co., LD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan."

BRADLEY & Co., Agents.

Hongkong, 12th August, 1909. [629

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"
Codes, A1, ABC 5th Ed., Western Union.

AGENCIES:—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GEARING & Co.
MANILA: Messrs. MACONDRAY & Co

For Particulars apply to

H. OISHI,
Manager.

No. 2, Pedder, Street, Hongkong.

Hongkong, 9th January, 1909. [574

DAVID CORSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
AENHOLD, KARBERG & CO
Sole Agents.

1535]

THE SPIRTUAL INFLUENCE OF WOMEN.

Goethe, in a celebrated passage in "Torquato Tasso," has expressed the thought that man stands mainly for initiative and progress, and woman for all that makes for the conservation of society. Without denying the creative powers of woman, we may hold it true that from the earliest times it has been the influence of woman which has made social life a possibility, and that this influence has been at bottom a spiritual influence. If woman has captured man by her physical charms, she has largely maintained her empire over him by her spiritual qualities, and the outward and visible instrument of this suzerainty has ever been one and the same—a little child. The words "a little child shall lead them" are true of all parents, whether at the bottom or at the summit of the scale of civilization. It is, after all, through the child that to the world has been revealed that high and splendid thing—maternal love. And even when the child is lacking, it is that very love, which is the birthright of every normal woman, expressed in countless ways and divers fashions, that has been, and still is, the keynote of much that is brightest and best in social life.

It has produced in the woman a spirit of patient endurance, of self-denial, and of sympathy which have made her the great ethical and spiritual factor in the ascent of man. But if history teaches us one thing, it is that the inward light must be kept burning brightly, for once woman neglects to cultivate those spiritual gifts which are peculiarly hers, then, although the results may not always be immediately apparent, she is bound in the long run to lose her greatest power over the heart and mind of man. Ruskin has said, "The Soul's armour is never well set to the heart unless a woman's hand has braced it! and it is only when She braces it loosely that the Honour of Manhood fails!"

The imagination of the ancient world was struck by the devotion of Alcestis, who counted her life as nothing if but through her death her husband might have life. In her parting words lie the keynote of her character—

And thou, my husband, mayst with honour boast
Thou hast been wedded to a virtuous wife;
And you, my children, glory in your mother.

To her it was but a simple act, this laying down of her life; but what must have been the quiet strength and steadfastness of a woman who could so quietly perform such an act of self-sacrifice, with no hope of aught save that of going out into eternal night? And so it has come to pass that, when we think of utter selflessness, Alcestis rises before us as the very embodiment of that supreme virtue.

The same passionate unselfishness distinguishes Antigone, who risks all, even death itself, to give the spirit of her fallen brother peace, and into whose mouth Sophocles has put the immortal line that sums up the world function of woman:—

Born not to share in hate, but share in love.

With Christianity came the canonization of motherhood and the definite recognition of the pre-eminently womanly virtues alongside of, and even above, the masculine virtues. Henceforth the contribution of woman's work towards the spiritual uplifting of the world was placed for ever beyond dispute. The long roll of virgin martyrs is an undying testimony to the spirit of feminine self-sacrifice and devotion to the service of mankind. The deaths that they died for their faith were but the culminating act in the lives that they lived for others. These servitors of the new religion dedicated all their unconscious maternal instincts to the "mothering" of the community. For them the Madonna, the Virgin without sin, was not merely one of the symbols of their worship, but the inspiration and interpretation of their daily thoughts and actions.

The number of such women is legion. We may cite in early times St. Catherine of Alexandria, and in the Middle Ages St. Catherine of Siena and St. Elizabeth of Hungary; in each of whom, apart from great intellectual gifts or high position, it was the personality of the saint combined with a deep insight and sympathy that impressed the imagination of her own generation. Of course in judging of the times one must allow for the difference of ideals. Asceticism was then considered the highest state to which man or woman could attain. But apart from this the lessons of their lives are just as pertinent for us in this twentieth century as they were for their contemporaries. They established the creed that devotion and charity should be the mainsprings of woman's life, however much the work to which she may apply herself may vary through the centuries.

In this we see the true "mother spirit" at work, for the true "mother spirit" cannot rest with ministering only to her own; it is only content when it can spread its wings and help all those with whom it comes in contact. So it has been throughout the ages, but it is impossible for this spirit to thrive and grow as it should, if it is never given adequate nourishment, and it is an imperative duty laid on the woman of to-day that her inner life should be sustained and fed by ethical and spiritual food just as much as her material wants are satisfied daily. How and in what manner, must be left to the direction of each woman. If she fails to maintain these high standards it is inevitably reflected in all her surroundings, for, if a woman's standard is low, then insensibly the man's standard, too, is lowered, and so the vicious circle extends. A wise thinker has said of women, "La société vaut ce qu'elles valent."

The besetting sin of many a woman to-day in philanthropic work is that the work itself appears to her as the be-all and end-all of the good she can possibly accomplish. The result is that the work itself tends to become a mechanical process—highly finished, if you will, but mechanical. If this occurs her special usefulness is at an end, for a man or a machine would then perform the work as well as she does. The truth is that in thus unduly glorifying the work she forgets the real reason that led her to take it up, and so everything and everybody with whom she comes in contract are the poorer, for her work has lost its life-giving touch. It has became a routine, an empty ritual, a "service" from which all sense of service is absent. Work without the saving element of personality is but a pale shadow compared with the vivid sunlight of the woman who by the mere magnetism and force of her spirituality leaves an impress on the minds of those around her. They may often forget the valuable commonsense advice she gave, but what is unforgettable is the deep spirituality that dictated it, that moves them still, whenever they think of it, though she has long since passed from their lives.

In these modern days we are apt to be very scornful of sentimentality, but in our very scorn we are likely to confound with it that closely allied, but profoundly different, quality—sentiment. Now a certain account of sentiment is indispensable to us all. It is the colour element in our lives, which otherwise would be dark and grey. We all have something of the child in us. We appreciate deeply those little attentions which are from time to time bestowed upon us, symbols as they are, or should be, of consideration. This is the real *raison d'être* of courtesy and gentle bearing. Yet many of the best women of to-day are inclined to think that it is mawkish and foolish to make use in their work of what is, after all, one of their greatest gifts—their sympathy—the most natural of all their instincts, the source and fountain-head of all their spirituality. No doubt it is not easy, when engaged in any kind of work, to avoid becoming callous and hardened, and especially is this the case in much philanthropic and perhaps educational work. Thus it often seems, when we have followed our natural impulses, that the result has been only disaster and discouragement.

No wonder that the woman engaged in such work is tempted to turn a deaf ear to the dictates of her finer feelings and fossilize into a cold and rather hard personality, who follows nothing but her reason. And what is the result? Not increased efficiency; for the woman has deliberately, if unwittingly, robbed herself of the chief magic of her influence. It is the perfect balance of head and heart that makes, and must make, the power of the modern woman. Formerly the heart was considered the essential factor; to-day we run the risk of suffering from unduly glorifying the head; but the perfect woman must fully develop both sides of her nature. Neither, indeed, must assume complete control, for, if either does, then complete failure awaits their possessor.

Yet, when all is said and done, there is no doubt that the woman whose power is greatest is she who cultivates her spirituality. Such spirituality should permeate through and through a woman's daily life, for without it she cannot attain the high estate for which she has been destined by God and man. Man has always sought for it in woman, and, when he has found it not, then indeed has woman failed in her principal and primal mission.

The imperious need of the day is ideals. At no time has there ever been a greater need for ethical and spiritual ideals than now, when on all sides the material things of life are apt to assume undue prominence. The mere striving after ideals themselves is of inestimable value, not only to the individual soul, but to the generations yet to come; for a nation, to be truly great, must always have high ideals, and it is the women who mould those ideals. The Martha in a woman's nature must be apportioned to the Mary; there must be the fountain continually gushing forth life-giving streams, and there can be no fountain if there be no spring to feed it. What the spring should be it is not the place here to discuss; but there are many things about us in our daily lives which, if rightly used, can be made the instruments of great ethical and spiritual value.

Faith and hope are amongst the greatest of the virtues, but it is an old lesson that charity is a greater: not merely charity in its most restricted sense, but that catholic spirit which should be one of the fundamentals of every life, and which regards all things not from the standpoint of "Can any good thing come out of Nazareth?" but from that point of view which "calls nothing common or unclean." The lesson of tolerance, which is a sort of moral *savoir faire*, is one of the most difficult for women to learn, but it is also one of the most essential. And so, when we regard the immense responsibility which is cast upon women by the possession of those very spiritual gifts, which in their essence are the crown of their lives, we realize more than ever the necessity that they should keep their aims sublime and their eyes erect, even though their hands may shake and fail.—*The Times.*

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. *Roon*, carrying the German Mails with dates from Berlin of the 18th ult., left Colombo on the 5th inst. a.m., and may be expected here to-morrow p.m.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* from San Francisco en route to Hongkong will be dispatched from Yokohama on the 11th inst., and is due at this port on the 24th inst.

The T.K.K. str. *Tenyo Maru* left San Francisco on the 31st ultimo, for Hongkong, via Honolulu, Japan and Shanghai, and is due to arrive here on the 28th inst.

The P.M. str. *Korea* left San Francisco on the 7th instant, for Hongkong, via Japan and Shanghai, and is due here on the 4th prox.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Cobbenz* left Sydney on the 4th inst., at noon, and may be expected here on or about the 26th inst.

The E & A. str. *Aldenham* left Sydney on the 8th inst. for Queenslands ports, Manila and Hongkong.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of China* arrived at Shanghai at 2 a.m. on the 13th inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. on the 16th inst.

MERCHANT STEAMERS.

The H.-A. Linie str. *Arabia* left Singapore on the 8th inst., at 6 a.m., and may be expected here to-day a.m.

The H.-A. Linie str. *Kowloon* left Singapore on the 8th inst., at noon, and may be expected here to-morrow a.m.

The P. & O. S. N. Co.'s str. *Somali* left Singapore for this port on the 10th instant, at 10 a.m., and is due here to-morrow at about 8 a.m.

The I.G.M. str. *Prinz Eitel Friedrich* left Shanghai via Foochow on the 11th inst., at 10 a.m., and may be expected here to-morrow p.m.

The Mogul Line str. *Lennox* left United Kingdom on the 4th instant for Hongkong via Straits.

The Bank Line Ltd.'s str. *Aymeric* left Vancouver, B.C., on the 4th inst. for Hongkong via Japan ports.

The I.G.M. str. *Prinz Sigismund* left Kuchinotsu on the 12th instant a.m., and may be expected here on or about the 16th instant, at noon.

The O.S.K. str. *Panama Maru* from Yokohama left Moji for this port via Manila on the 10th inst., and is expected to arrive here on or about the 21st inst.

The O.S.K. str. *Seattle Maru* left Tacoma for this port via Japan and Manila on the 28th ult., and is expected to arrive here on or about the 5th prox.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. F. W. Adams	Capt. J. McBride
Mr. P. R. Adams	Mr. F. E. McHugh
Mrs. E. M. A. Apcar & maid	Mr. G. C. McIntosh
Mr. F. Austin	Mr. J. E. Menagh
Mr. J. H. Backhouse	Mr. D. M. Mickle
Mr. M. O. Blart	Mr. C. J. Millirron
Miss A. Davitt	Mrs J. G. Minor
Mr. A. E. Dunrich	Mr. A. B. Moulder
Mr. H. R. Elliot	Mr. H. J. Morse
Mr. H. G. Fisher	Mr. E. F. O'Neill
Mr. & Mrs. Fleihinghaus	Mr. J. G. Petersa
Mr. K. Frau'ob	Mr. R. H. Ray
Mr. A. Gaud-t	Mr. R. K. Rodger
Mr. F. Gordon	Mr. A. W. Schneider
Mr. V. G-ulbourn	Mr. E. H. Solomon
Capt. T. P. Hall	Surgeon and Mrs. A. D Spalding, R.N.
Hon. Mr and Mrs. E. A Hewett	Mr. J. Spittles
Dr. S. Hough	Miss A. Square
Mr. & Mrs. W. D. Kraft	Mr. and Mrs. M. L. Thompson
Miss Kraft	Mr. W. W. Trautschold
Mr. G. T. Lloyd	Mr. D. Turnbu'l
Mr. D. Macdonald	Mr. A. Walte
Mr. B. Mandell	Mr. T. Walton
Madam E. Marques	Mr. G. Wolf
D. O. Marriott	Mr. G. G. Wood
Miss K. A. Massey	

KING EDWARD HOTEL.

Mr. H. M. Bain	Mr. Mulder
Mr. & Mrs. Blanchflower	Dr. Muller
Mr. W. S. Brayant	Mr. E. N. W. Nickels
Mr. P. F. Cox	Mr. Packer
Mr. L. A. Goldsmith	Capt and Mrs W. C Passmore
Mr. G. M. Hay	
Mr. A. Hissink	Mr. D. Porcebois
Dr. Hochgoschwitz	Mr. E. Rigold
Mr. E. Hollows	Mr. Rossum
Dr. Hoppe	Dr. Siebert
Mr. K. Louye	Mr. E. E. Smith
Dr. Kauffmann	Mr. H. F. Stoneham
Mr. Kennedy	Mr. S. Takemoto
Misses K. J. M. Kennedy	Capt. Von. Tex
Capt. Krebs	Mr. Vincenot
Dr. W. R. Lamb	Dr. Weber
Miss Lepreito	Mr. G. C. Whitelaw
Mrs. M. Leslie	Capt. & Mrs. Wolff
Mrs. Marston	

KINGSCLERE PRIVATE HOTEL.

Commdr. & Mrs. Acton & maid	Consul J. M. Macedo
Mr. E. Arndt	Mr. & Mrs. C. C. Mackee
Mr. Barlow	Mr. C. M. Meyer
Dr. Black	Mr. R. S. Morrison
Capt. & Mrs. Bremer	Mr. J. A. Offer
Mr. W. F. Brewer	Rev. S. W. Payne
Mr. H. Bulmer	Mr. Wm. Pittendrigh
Mr. E. J. Chapman	Mr. J. Robertson
Mr. Cocker	Mrs. Rowbury
Mr. P. Sydenham Dixon	Miss Rowbury
Mr. & Mrs. D. E. Donnelly	Mr. Buhling
Mr. A. D. Foster	Mrs. G. Sachse
Mr. J. G. S. Gausden	Miss K. Sachse
Mr. & Mrs. G. Gordon	Capt. & Mrs. Schultzen
Mr. Harrison	Capt. & Mrs. Smith
Mr. H. Hoffman	Mr. A. J. Smith
Mrs. F. N. James	Mrs Stone
Mr. W. H. Tisdal King	Mr. & Mrs Tibbs
Mr. & Mrs. A. C. Loga	Mr. B. Webb
	Mr. J. W. Wilson

SHIPPING IN PORT.

STEAMERS.

ALINE WOEHRMANN, British str., 1,449, J. D. Martin, 7th June—Saigon 2nd June, Rice and General—Chinese.

AMIGO, German str., 771, Langschwager, 12th June—Hoihow 11th June, General—Jebsen & Co.

ASIA, British str., 2,936, Harry Gaukroger, 8th June—San Francisco 10th May, General and Mails—P. M. S.S. Co.

AWA MARU, Japanese str., 3,912, S. Ishikawa, 12th June—Seattle 21st June, Flour, Cotton and M'dise—Nippon Yusen Kaisha.

BELLEROPHON, British str., 5,729, S. Bartlett, 11th June—Manila 9th June, General—Butterfield & Swire.

BENARTY, British str., 2,510, W. Has'e, 11th June—Moji 5th June, Coal—Gibb, Livingston & Co.

BINHTHUAN, French str., 984 Chorinienne, 3rd June—Saigon 29th May, Rice and Flour—Chinese.

BUJUN MARU, Japanese str., 1,394, Y. Fuseno, 29th May—Shanghai 25th May, General—Osaka Shosen Kaisha.

CARL DIEDERICHSEN, German str., 774, A. Bohmer, 12th June—Haiphong 9th and Hoihow 10th June, General—Jebsen & Co.

CHIHLI, British str., 2,514, C. Lindbergh, 11th June—Haiphong 8th June, General—Butterfield & Swire.

CHINKIANG, British str., 1,229, Kay, 4th June—Saigon 31st May, Rice—Butterfield & Swire.

CRAIGVAR, British str., 2,874, B. C. Edmonds, 30th May—Manila 26th May.

FAUSANG, British str., 1,410, H. Malkin, 28th May Saigon 24th May, Rice—[illegible], Matheson & Co.

GLENFALLOCH, British str., 1,434, J. Mason, 12th June—Singapore 6th June, General—Chinese.

HAICHING, British str., 1,267, W. C. Passmore, 12th June—Foochow, Amoy via Swatow 11th June, General—Douglas, Lapraik & Co.

HAIMUN, French str., 636, E. de Catalano, 7th June—Haiphong 4th June, Rice and General—Messageries Maritimes.

HINSANG, British str., 1,535, A. G. Smith, 2nd June—Saigon 29th May, Rice and Paddy—Chinese.

HOLSTEIN, German str., 1,103, D. Henk, 11th June—Amoy 9th June, Ballast—Jebsen & Co.

HONGKONG MARU, Japanese str., 3,157, S. Togo, 11th June—Moji 6th June, Coal—Toyo Kisen Kaisha.

HONGWAN I, British str., 2,060, Hainsworth, 3rd June—Singapore 29th May, General—Order

HUE, French str., 742, Panier, 8th May—Haiphong 5th May, General—A. R. Marty.

HUPEH, British str., 1,235, Mathias, 9th June—Saigon 5th June, Rice—Butterfield & Swire.

ISCHIA, Italian str., 2,784, G. Beldite, 5th June—Bombay, General—Carlowitz & Co.

KAGA MARU, Japanese str., 903, Nakano, 10th June—Wakamatsu 2nd June, Coal—Mitsu Bishi Goshi Kwaisha.

KIANG CHING, Chinese str., 1,002, A. F. Brisander, 5th June—Chinkiang 31st April, General—Tung Lee.

KUEICHOW, British str., 1,215, Hooker, 9th June—Saigon 5th June, Rice—Butterfield & Swire.

KWANGLEE, Chinese str., 1,468, Leseven, 7th June—Shanghai 3rd June, General—C. M. S. N. Co.

KWANGSE, British str., 1,223, P. Cole, 4th June—Tsingtau 29th May, Salt—Butterfield & Swire.

LAERTES, British str., 1,340, H. C. D. Frampton, 12th June—Saigon 7th June, Rice and General—Wo Fat Sing.

LOYAL, German str., 1,237, R. Wegner, 1st June—Wakamatsu 25th May, Coal—Sander, Wieler & Co.

MANSHU MARU, Japanese str., 5,248, H. Nishi, 10th June—South America ——— Nitrate and Coal—Ataka.

MEEFOO, Chinese str., 1,339, J. McArthur, 11th June—Shanghai 7th June, General—C. M. S. N. Co.

OMURO MARU, Japanese str., 1,770, S. Takagi, 30th May—Port Arthur 23rd May, Coal—Mitsui Bussan Kaisha.

PAKLAT, German str., 1,018, Jon. Wenyel, 6th June—Bangkok 30th May, Rice—Butterfield & Swire.

PREUMPENH, British str., 1,065, Jas. H. Scott, 10th June—Saigon 6th June, Rice and General—Wo Fat Sing.

PROTESILAUS, British str., 6,105, D. P. Campbell, 10th June—Tacoma via Japan 18th May, General—Butterfield & Swire.

QUARTA, German str., 1,145, H. Madsen, 11th June—Macassar 3rd June, Sugar and General—Java-China-Japan Lijn.

SALAHADJI, Dutch str., 1,237, T. Reedcher, 1st June—Balik Papan 24th May, General—Asiatic.

SARIE BANDJEE, Chinese str., 667, J. Martin, 29th May—Singapore 22nd May, Wood and Iron—E. C. Wilds.

SINGORA, German str., 1,120, Fr. Minhwitz, 8th June—Bangkok 31st May, Rice—Norddeutscher Lloyd.

SUISANG, British str., 1,267, Picknell, 2nd June—Chingwantao 28th May, Coal—Jardine, Matheson & Co.

SUVERIC, British str., 4,011, Cowley, 4th May—Seattle and Manila, Flour—Dodwell & Co.

TACOMA MARU, Japanese str., 3,830, H. Yamamoto, 8th June—Manila, P.I. 5th June, General—Osaka Shosen Kaisha.

TAMING, British str., 1,350, G. H. Pannefather, 10th June—Manila 7th June, Sugar and General—Butterfield & Swire.

ULY, Norwegian str., 885, J. Pedersen, 12th June—Chefoo 7th June, Beans—Aagaard, Thoresen & Co.

VICTORIA, Swedish str., 289, Thor. Eckert, 12th June—Saigon 8th June, Rice—Wallem & Co.

WONGKOI, German str., 1,115, H. Hebetsen, 2nd June—Bangkok 27th May, Rice and Timber—Butterfield & Swire.

YATSHING, British str., 1,424, S. G. Payne, 8th June—Bangkok 2nd June, Rice—Jardine, Matheson & Co.

YUNNAN, British str., 1,250, W. O. Jones, 9th June—Saigon 5th June, Rice—Butterfield & Swire.

FORTHCOMING EVENTS.

Friday, 17th June—Auction of Goods Salved ex s.s. "Kweiyang" at the C. N. Co., Ltd., Godowns, Praya, West Point, by Messrs. Hughes & Hough 11 A.M.

Friday, 17th June—Auction of Valuable Leasehold Properties at Sales Rooms, by Messrs Hughes & Hough, Noon.

SHIPPING.

ARRIVALS.

AMHUI, British str., 1,350, J. B. Harris, 13th June — Shanghai 9th June, General—Butterfield & Swire.

COLOMBO MARU, Japanese str., 2,919, E. Combes, 12th June — Moji 7th June, General—Nippon Yusen Kaisha.

FOOSHING, British str., 1,423, Tweedy, 12th June—Hongay 10th June, Coal—Jardine, Matheson & Co.

KINTUCK, British str., 4,616, A. G. R. Paddle, 12th June—Liverpool 6th May, General—Butterfield & Swire.

LAISANG, British str., 3,470, E. J. Tadd, 13th June—Singapore 7th June, General—Jardine, Matheson & Co.

TAMSUI, British str., 919, J. Meathrel, 13th June—Tsingtan 7th June, Salt—Butterfield & Swire.

TJIBODAS, Dutch str., 1,234, J. P. Van Emmerick, 12th June—Moji and Amoy 11th June, Coal and General—Java-China-Japan Lijn.

WOSANG, British str., 1,127, J. M. Smith, 12th June—Miike 7th June, Coal—Jardine, Matheson & Co.

YUENSANG, British str., 1,128, P. H. Rolfe, 13th June—Manila 10th June, Sugar and General—Jardine, Matheson & Co.

ZAFIRO, British str., 1,618, R. Rodger, 13th June—Manila 11th June, Sugar, Hemp and General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

13th June.

Choysang, British str., for Swatow.
Colombo Maru, Japanese str., for Singapore.
Glenfalloch, British str., for Amoy.
Haicheng, British str., for Swatow.
Ischia, Italian str., for Singapore.
Kueichow, British str., for Chefoo.
Kwanglee, Chinese str., for Shanghai.
Yatshing, British str., for Bangkok.

DEPARTURES.

11th June.

ASO, Japanese cruiser, for Japan.
SOYA, Japanese cruiser, for Japan.

13th June.

ANHUI, British str., for Canton.
FOOSHING, British str., for Canton.
HANOI, French str., for Haiphong.
KINTUCK, British str., for Nagasaki.
KUTSANG, British str., for Singapore.
SHANSI, British str., for Swatow.
ULY, Norwegian str., for Canton.

SHIPPING REPORTS.

The British str. *Fooshing* reports: Light winds, smooth sea, fine and clear weather.

The British str. *Zafiro* reports: Light to moderate wind, smooth sea, fine clear weather.

The British str. *Laisang* reports: Light to moderate variable winds, slight sea, fine and clear weather.

The British str. *Tamsui* reports: First part fine; second part, heavy rain and S.S.W. sea; thence fine to arrival.

The British str. *Wosang* reports: Experienced moderate variable winds and sea, with overcast and heavy rain to the Heishans; thence to Tung Yung, strong S.W. winds and rough sea; Tung Yung to Hongkong, moderate S.W. to S.S.W. winds and sea with fine clear weather.

VESSELS IN DOCK.

June 13th.

KOWLOON DOCK.—*Union*, S.M.S. *Cormorant*, *Gloria*, *John Prentice*, *Sarie Bandjer*, *Ilha Verde*, *Hineang*, *Hing Lee*, *Vasco de Gama*.

COSMOPOLITAN DOCK.—*Hilaria*.

TAIKOO DOCK—*Suveric*, *Tai On*, *Binhthuan*, *Asia*, *Kwong Yuen*, *Union*.

PASSENGERS.

ARRIVED.

Per *Yuensang*, from Manila, Messrs J. Niemi, N. McNiel and J. F. O'Niel.

Per *Anhui*, from Shanghai, Mr and Mrs Greaves, Messrs Petersen, Lowe and Berrick.

Per *Laisang*, from Calcutta, &c., Miss A. M. Davitt, Mr Mitchelmore, Mr Rodrigo de Alberguergue de Amaral Cardoso, Mr Joas Meader, Mr and Mrs Chan Lee and 4 children.

Per *Zafiro*, from Manila, Mr G. Kappiler, Misses Kappiler, Mr C. M. Hodges, Mrs G. M. Adair, Misses Mercalte, Rev. I. Vallo, Rev. M. Nebredo, Mr D. Avery, Mr J. F. Hart, Mr R. I. Ross, Mr M. Hadenfeldd, Mr E. H. Pagentart, Mr J. Ayumaga, Mr N. Neilson, Mr I. Chinstensen, Mr E. Hansen and Mr S. Shimonara.

STEAMERS PASSED THE CANAL.

May 17th—*Nile*, *Arabia*. 24th—*Benlarig*, *Cardiganshire*, *Kaisow*, *Kintuck*, *Palma*, *Peiho*, *Poona*, *Roon*, *Somali*, *Soyo Maru*, *Wray Castle*. 27th—*Alcinous*, *Kaga Maru*, *Polyphemus*, *Tonkin*, *Verona*. 31st—*Brasilia*, *Gleneek*. 3rd—*Ambria*, *Braemar*, *C. Ferd. Laeiss*, *Deucalion*, *Machaon*, *Sardinia*, *Silesia*, *Soyo Maru*, *Teucer*, *Inveric*, *Javd*. 7th—*Benvorlich*, *Ching Wo*, *Luetzow*, *Foveric*. 10th—*Antenor*, *Atsuta Maru*, *Buelow*, *Candia*, *Ernest Simons*, *Iyo Maru*, *Kasenga*, *Myrmidon*.

ARRIVALS AT HOME.

June 10th—*Salazie*

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c...	BORNEO	Brit. str.	—	W. H. S. Hall, R.N.R.	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON, ROTTERDAM & ANTWERP...	BRECONSHIRE	Brit. str.	—	Tomlinson	JARDINE, MATHESON, & Co., LD.	About 20th inst.
LONDON & ANTWERP...	DENBIGHSHIRE	Brit. str.	—	Barrett...	JARDINE, MATHESON & Co., LD.	About 22nd inst.
LONDON, &c., VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 25th inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. ser.	k.w.	Haase	HAMBURG-AMERIKA LINIE	On 23rd inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	About middle of July.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k.w	Kotzte	HAMBURG-AMERIKA LINIE	On 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ARABIA	Ger. str.	k.w.	...	HAMBURG-AMERIKA LINIE	On 23rd July.
MARSEILLES, &c., VIA PORTS OF CALL	YARRA	French str.	—	Ristorcelli	MESSAGERIES MARITIMES	On 21st inst., at 1 P.M
MARSEILLES, COPENHAGEN & GOTHENBURG	CANTON	Dan. str.	—	...	MELCHERS & Co.	Middle of June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 6th July, at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	WESTPHALIA	Ger. str.	k.w.	...	HAMBURG-AMERIKA LINIE	On 7th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 20th July, at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	MECKLENBURG	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	On 5th Aug.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	On 16th inst., at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	E. F. FERDINAND	Aus. str.	—	B. Cobol	SANDER, WIELER & Co.	On 23th inst
BOSTON & NEW YORK	AFRICAN PRINCE	Am. str.	—	...	ARNHOLD, KARBERG & Co.	To-day.
NEW YORK VIA PORTS & SUEZ CANAL	INDRASAMHA	Am. str.	—	...	SHEWAN, TOMES & Co	About 30th inst.
NEW YORK, VIA SUEZ CANAL	INVERCLYDE	Brit. str.	—	Alexander	JARDINE, MATHESON & Co., LD.	On 25th inst.
VANCOUVER (DIRECT)	SUVEIC	Brit. str.	—	...	CANADIAN PACIFIC R. Co.	On 18th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF CHINA	Brit. str.	1 m.	...	CANADIAN PACIFIC R. Co.	On 25th inst., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	...	CANADIAN PACIFIC R. Co.	On 16th Aug., at Noon.
VICTORIA, VANCOUVER, B.C., TACOMA, &c.	SUVERIC	Brit. str.	—	F. S. Cowley	DODWELL & Co., LTD.	On 21st inst.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c	AWA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 21st inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE, VIA KEELUNG, &c.	INABA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 19th July, at 4 P.M.
TACOMA VIA KEELUNG & JAPAN	TACOMA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	To-morrow, at Noon.
CALLAO IQUIQUE, &c., VIA JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	...	TOYO KISEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 18th inst., at D'light
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 8th July, at Noon
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th Aug., at Noon
KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
YOKOHAMA AND KOBE	COBLENZ	Ger. str.	—	H. Raegener	MELCHERS & Co.	About 28th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 6th July, at Noon.
JAPAN	TJIMAHI	Dut. str.	—	Bouman	JAVA-CHINA-JAPAN LIJN	Quick despatch.
TIENTSIN	CHIPSHING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., LD.	On 18th inst., at Noon.
CHEFOO & TIENTSIN	KUEICHOW	Brit. str.	1 m.	G. Hocker	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI, YOKOHAMA & KOBE	NIPPON	Dan. str.	—	...	MELCHERS & Co.	Beginning of June.
SHANGHAI VIA SWATOW	CHOYSANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., LD.	To-day, at Noon
SHANGHAI, KOBE & YOKOHAMA	ARABIA	Ger. str.	k.w.	Neumann	HAMBURG-AMERIKA LINIE	To-morrow.
SHANGHAI, NAGASAKI KOBE & YOKOHAMA	ROON	Ger. str.	—	H. Rehm	MELCHERS & Co.	About 15th inst.
SHANGHAI	SZECHUEN	Brit. str.	1 m	Sidford	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SHANGHAI	HANGSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., LD.	On 16th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOMALI	Brit. str.	—	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	About 16th inst
SHANGHAI	CHINHUA	Brit. str.	1 m.	A. Harris	BUTTERFIELD & SWIRE	On 19th inst., at D'light
SHANGHAI KOBE & YOKOHAMA	TONKIN	French str.	—	Charbonnel	MESSAGERIES MARITIMES	On 20th inst., P.M.
SHANGHAI, YOKOHAMA & KOBE	PERSIA	Aus. str.	—	P. Giurgevich	SANDER, WIELER & Co.	On 21st inst., P.M.
SHANGHAI, MOJI & KOBE	CEYLON MARU	Jap. str.	—	Fred. Fyne	NIPPON YUSEN KAISHA	On 22nd inst.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	BUJUN MARU	Jap. str.	—	Y. Fuseno	OSAKA SHOSEN KAISHA	On 23rd inst., at 10 A.M.
SHANGHAI	CHENAN	Brit. str.	1 m.	...	BUTTERFIELD AND SWIRE	On 23rd inst., at 4 P.M.
SHANGHAI	DELTA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI	LINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 26th inst., at D'light
SHANGHAI, KOBE & MOJI	NAMSANG	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., LD.	On 1st July, at Noon
SHANGHAI, KOBE & YOKOHAMA	MECKLENBURG	Ger. str.	k.w.	...	HAMBURG-AMERIKA LINIE	On 1st July.
SHANGHAI	TJILIWONG	Dut. str.	—	A. Pander	JAVA-CHINA-JAPAN LIJN	Quick despatch.
ANPING VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 22nd inst., at 10 A.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	H. Murayama	OSAKA SHOSEN KAISHA	On 19th inst., at 10 A.M
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	To-day, at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	Evans	DOUGLAS LAPRAIK & Co.	On 17th inst., at 10 A.M.
SAIGON	HUPEH	Brit. str.	1 m	Spink	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
MANILA	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD.	On 17th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co	On 18th inst., at Noon
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD.	On 24th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	A. Fraser	SHEWAN, TOMES & Co	On 25th inst., at Noon.
CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 17th inst., at 3 P.M.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	End of June.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., LD.	On 20th inst., at Noon.
BOMBAY VIA SINGAPORE & COLOMBO	COLOMBO MARU	Jap. str.	—	E. Combes	NIPPON YUSEN KAISHA	To-day.
BOMBAY VIA SINGAPORE & PENANG	ISCHIA	Ital. str.	—	Belsito	CARLOWITZ & Co.	To-day, at Noon
BATAVIA, CHERIBON, SAMARANG, &c.	TJIBODAS	Dut. str.	—	J. P. van Emmerick	JAVA-CHINA-JAPAN LIJN	Quick despatch.

VESSELS ON THE BERTH

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PENANG COLOMBO, PORT SAID and MARSEILLES	BORNEO Capt. W. H. S. Hall	10 A.M., 15th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SOMALI Capt. A. G. Cubitt, R.N.R.	About 16th June	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 23rd June	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ARCADIA Capt. S. Barcham	Noon, 25th June	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 14th June, 1910. [1

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL.
CHEFOO & TIENTSIN	"KUEICHOW"	On 14th June, Noon.
MANILA	"TAMING"	On 14th June, 3 P.M.
SAIGON	"HUPEH"	On 15th June, 3 P.M.
SHANGHAI	"SZECHUEN"	On 16th June, 4 P.M.
CEBU & ILOILO	"KAIFONG"	On 17th June, 3 P.M.
SHANGHAI	"CHINHUA"	On 19th June, D'light
SHANGHAI	"CHENAN"	On 23rd June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 25th June, 4 P.M.
SHANGHAI	"LINAN"	On 26th June, D'light

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

☞ SHANGHAI LINE ☜

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, $45 SINGLE and $80 RETURN. TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th June, 1910 10

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL.
† SHANGHAI via SWATOW	"CHOYSANG"	Tuesday, 14th June, Noon.
† SHANGHAI	"HANGSANG"	Thursday, 16th June, 4 P.M.
* MANILA	"YUENSANG"	Friday, 17th June, 4 P.M.
* TIENTSIN	"CHIPSHING"	Saturday, 18th June, Noon.
* SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Monday, 20th June, Noon.
* MANILA	"LOONGSANG"	Friday, 24th June, 4 P.M.
†* SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 1st July, Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 225, Sul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 14th June, 1910. GENERAL MANAGER [14

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAICHING" Capt. W. C. Passmore	SWATOW, AMOY and FOOCHOW.	TUESDAY, 14th June, at 10 A.M.
"HAITAN," Capt. Evans	SWATOW, AMOY and FOOCHOW.	FRIDAY, 17th June, at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th June, 1910. [9

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC Co., LD

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"NIPPON"	Beginning of June.
MARSEILLES, COPENHAGEN and GOTHENBURG	"CANTON"	Middle of June.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 21st May, 1910. 6

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 18th June, Noon.
RUBI	2540	A. Fraser	Manila	On 25th June, Noon.

For Freight or Passage apply to Hongkong, 13th June, 1910.

SHEWAN, TOMES & Co.,
General Managers. [12

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:
S.S. ARABIA ... ... 15th June.
S.S. MECKLENBURG 1st July.
S.S. SCANDIA ... ... 14th July.
S.S. SAXONIA ... ... 28th July.
S.S. SPEZIA ... ... 12th Aug.

HOMEWARD.

FOR HAVRE & HAMBURG:
S.S. SUEVIA ... ... 21st June.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. ARCADIA 23rd June.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. WESTPHALIA ... 7th July.
FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SITHONIA .. About middle of July
FOR HAVRE & HAMBURG:
S.S. ARABIA ... ... 23rd July.
FOR MARSEILLES, HAVRE & HAMBURG:
S.S. MECKLENBURG ... 5th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th June, 1910. 11

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

1910,

S.S. HONGKONG MARU	11,000 tons gross	Sail June 25th, at Noon.
S.S. KIYO MARU	17,200 " "	" Aug. 24th, at Noon.
S.S. BUYO MARU	10,500 " "	" Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 " "	" Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA. King's Building.

Hongkong, 31st January, 1910. [403

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAMO MARU Capt. F. L. Sommer,	9,000	WED'DAY, 22nd June, at Daylight.
	AKI MARU Capt. K. Homma,	7,000	WED'DAY, 6th July, at Daylight
	MISHIMA MARU Capt. A. E. Moses,	9,000	WED'DAY, 20th July, at Daylight.
VICTORIA B.C. & SEATTLE	§ SADO MARU Capt. S. Hiortdhal,	7,000	SATURDAY, 16th July, from KOBE.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and SHIMIZU YOKOHAMA	§ AWA MARU Capt. S. Ishikawa,	7,000	TUESDAY, 31st June, at 4 P.M.
	§ INABA MARU Capt. K. Kawara,	7,000	TUESDAY, 19th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine,	5,000	FRIDAY, 8th July, at Noon.
	NIKKO MARU Capt. M. Yagi,	6,000	FRIDAY, 5th Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	* COLOMBO MARU Capt. E. Combes,	5,000	TUESDAY, 14th June.
SHANGHAI, MOJI and KOBE	‡ CEYLON MARU Capt. Fred. Pyne,	7,000	WED'DAY, 22nd June.
KOBE and YOKOHAMA	KAGA MARU Capt. M. Hagino,	7,000	THURSDAY, 23rd June, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi,	5,000	WED'DAY, 6th July, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	$120	$110	$100	$90
2ND "	$ 80	$ 70	$ 60	$50

With Option of rail between Calling Ports in Japan.

§ Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER. [13—125

Hongkong, 23rd May, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 15th June, at Noon.
	"PANAMA MARU" Capt. T. Agata		WED'DAY, 29th June, at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 19th June, at 10 A.M.
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 22nd June, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 23rd June, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONEYS exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office:
32, WATER STREET,
YOKOHAMA.

662]

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST SCIENTIFIC METHODS.

$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD.

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VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Belsito, will be despatched as above TO-DAY, the 14th inst., at NOON.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 13th June, 1910. [4

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP Co.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

"INDRASAMHA," On or about 30th June.

For freight and further information apply to—

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 13th June, 1910. [740

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain Barrett, will be despatched as above on or about 22nd inst.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 13th June, 1910. [744

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ARCADIA,"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., SATURDAY, the 25th June, 1910, at NOON, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MALWA," 10,883 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the B.M.S. "ARABIA," due in London on the 7th August, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 13th June, 1910. [1

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

☞ Mails from EUROPE via SIBERIA:—

Date of Despatch from London.	Date due in Hongkong.	Vessel.
24th May.	To-morrow.	*P. E. Friedrich.*

The *Roon*, with the German mail of the 18th ult., left Singapore on Saturday, the 11th inst. at 11 a.m., and may be expected here to-morrow afternoon.

The *Tonkin*, with the French mail of the 20th ultimo, left Singapore on Monday, the 13th inst., at 8 a.m., and may be expected here on or about Monday, the 20th inst., at daylight.

FOR	PER	DATE.
Hoilow and Bangkok	*Halvard*	Tuesday, 14th, 9.00 A M
Swatow, Amoy and Foochow	*Haiching*	Tuesday, 14th, 9.00 A M
Haiphong	*Amigo*	Tuesday, 14th, 10.00 A M
Shanghai	*Kwangtee*	Tuesday, 14th, 11.00 A M
SIBERIAN MAIL TO EUROPE		
Singapore, Colombo and Bombay	*Colombo Maru*	Tuesday, 14th, 11.00 A M
Swatow and Shanghai	*Choysang*	Tuesday, 14th, 11.00 A M
Chefoo and Tientsin	*Kueichow*	Tuesday, 14th, 11.00 A M
Singapore, Penang and Bombay	*Ischia*	Tuesday, 14th, 11.00 A M
Macao	*Sui Tai*	Tuesday, 14th, 1.15 P M
Saigon	*Kunchow*	Tuesday, 14th, 2.00 P M
Manila	*Taming*	Tuesday, 14th, 2.00 P M
Hoihow and Pakhoi	*C. Diederichsen*	Tuesday, 14th, 5.00 P M
Singapore, Penang and Colombo	*Borneo*	Wednesday, 15th, 9.00 A M
Keelung, Moji, Kobe and Yokohama	*Tatsuta Maru*	Wednesday, 15th, 11.00 A M
Batavia, Cheribon, Samarang, Sourabaya and Macassar	*Tjisadas*	Wednesday, 15th, NOON.
Macao	*Sui Tai*	Wednesday, 15th, 1.15 P M
EUROPE, &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*P. E. Friedrich*	Thursday, 16th, Printed Matter and Samples ... 10.00 A M; Registration ... 10.00 A M; (Registration with late fee of 10 cents, up to 10.45 A. M.); Registration, Kowloon B.O. ... 10.00 A M; No late fee. Letters ... 11.00 A M
Macao	*Sui Tai*	Thursday, 16th, 1.15 P M
Shanghai	*Hangsang*	Thursday, 16th, 3.00 P M
Shanghai	*Szechuen*	Thursday, 16th, 3.00 P M
Swatow, Amoy and Foochow	*Haitan*	Friday, 17th, 9.00 A M
Macao	*Sui Tai*	Friday, 17th, 1.15 P M
Cebu and Iloilo	*Kaifong*	Friday, 17th, 2.00 P M
Shanghai	*Anhui*	Friday, 17th, 3.00 P M
Manila	*Yuensang*	Friday, 17th, 3.00 P M
Manila, Yap, Friedrich Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	*Prinz Sigismund*	Friday, 17th, 5.00 P M
Manila	*Zafiro*	Saturday, 18th, 10.00 A M
Tientsin	*Chipshing*	Saturday, 18th, 10.00 A M
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO	*Asia*	Saturday, 18th, Printed Matter and Samples ... 10.00 A M; Registration ... 10.00 A M; (Registration, with late fee of 10 cents up to 10.30 A.M.); Registration, Kowloon B.O. ... 10.00 A M; No late fee. Letters ... 11.00 A M
Macao	*Sui Tai*	Saturday, 18th, 1.15 P M
Shanghai	*Chinkiu*	Saturday, 18th, Registration ... 4.15 P M; (Registration, with late fee of 10 cents, up to 5.00 P M.) Letters ... 6.00 P M
Singapore, Penang and Calcutta	*Laisang*	Monday, 20th, 11.00 A M
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*Yarra*	Tuesday, 21st, Printed Matter, and Samples ... 10.00 A M; Registration ... 10.00 A M; (Registration with late fee of 10 cents up to 10.30 A.M.); Registration Kowloon B.O. ... 10.00 A M; No late fee. Letters ... 11.00 A M
Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Victoria and Seattle	*Awa Maru*	Tuesday, 21st, 3.00 P M
Singapore, Penang and Colombo	*Kamo Maru*	Tuesday, 21st, 5.00 P M
Shanghai	*Chenan*	Thursday, 23rd, 3.00 P M
Manila	*Loongsang*	Friday, 24th, 3.00 P M
Manila	*Bubi*	Saturday, 25th, 10.00 A M
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle	*Taiyuan*	Saturday, 25th, 3.00 P M

SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 13TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	$125	all	$940, sellers; £89.10
National Bank of China, Limited	99,925	£7	£6	$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	$10, sellers
China Borneo Company, Limited	60,000	$12	$12	$10½, sellers
China Light and Power Company, Limited	50,000	$10	$10	$1.80, sellers
	50,000	$1	$1	
China Provident, Loan & Mortgage Co., Ld.	200,000	$10	$10	$8¾, sellers
COTTON MILLS.—				
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	Tls. 50	Tls. 130.
Hongkong Cotton Spinning Co., Ld	125,000	$10	$10	$6½, sellers
International Cotton Manuf'ing Co., Ld.	10,000	Tls. 75	Tls. 75	Tls. 62½.
Laou-Kung-Mow C. Spin.&Weav.Co.,Ld	8,000	Tls. 100	Tls. 100	Tls. 73.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 250.
Dairy Farm Company, Limited	40,000	$7½	$6	$19, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$87, buyers
Hongkong and Whampoa Dock Co., Ld.	50,000	$50	all	$56, sales
New Amoy Dock Co., Limited	10,000	$6¾	$6¾	$9, sellers
Shanghai Dock and Engineering Co., Ld	55,700	Tls. 100	Tls. 100	Tls. 78.
Shanghai and Hongkew Wharf Co., Ld.	36,000	Tls. 100	Tls. 100	Tls. 121.
Henwick & Co., Limited	18,000	$25	$25	$10, sellers
Green Island Cement Co., Limited	400,000	$10	$10	$7½, sellers
Hongkong and China Gas Co., Limited	7,000	£10	all	$205.
Hongkong Electric Co., Limited	60,000	$10	$10	$19½, sellers
Hongkong Hotel Company, Limited	12,000	$50	$50	$107½, sales
	8,000		$25	$83½.
Hongkong Ice Company, Limited	5,000	$25	all	$160, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	$10	all	$21¼, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	$250	$50	$177½.
China Fire Insurance Co., Limited	20,000	$100	$20	$115, buyers
China Traders Insurance Co., Limited	24,000	$83.33	$25	$87½.
Hongkong Fire Insurance Co., Limited	8,000	$250	$50	$347, buyers
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 110, sellers
Union Insurance Society, Limited	12,400	$250	$100	$820, sellers
Yangtsze Insurance Association, Limited	12,000	$100	$50	$30.
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ld.	50,000	$100	$100	$101, sellers
Humphreys' Estate and Finance Co., Ld.	150,000	$10	all	$8¼, sellers
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$31½, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 106, sales
West Point Building Co., Limited	12,500	$50	$50	$40, sellers
MINING.—				
Société Française des Charbonges du Tonkin	16,000	Fcs. 250	all	$625.
Raub Australian Gold Mining Co., Ld.	200,000	£1	18/10	$7¾, sellers
Peak Tramways Co., Limited	25,000	$10	all	$14½.
	50,000	$10	$1	$1.50, buyers
Philippine Co., Limited	75,000	$10	$10	$10, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	$100	all	$163, sellers
Luzon Sugar Refining Co., Limited	7,000	$100	all	$26, sellers
Robinson Piano Co., Limited	4,000	$50	$50	$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ld.	30,000	$25	$25	$7½, sellers
Douglas Steamship Co., Limited	20,000	$50	all	$33, sellers
Hongkong, Canton & Macao S.B. Co., Ld.	80,000	$15	$15	$29½, sales
Indo-China Steam Navigation Co., Ld.	60,000 pref.	£5	all	68 sal. L'don £6.10.
	60,000 def.			
Shell Transport & Trading Co., Limited	2,000,000	£1	£1	94/- buyers
Star Ferry Company, Limited	10,000	$10	$10	$24½.
	10,000	$10	$5	$14, sellers
South China Morning Post, Limited	6,000	$25	$25	$25, buyers
Steam Laundry Company, Limited	20,000	$5	$5	$5, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	$10	all	$10, sellers
Wm. Powell, Limited	15,000	$7	$7	$3, sellers
Watkins, Limited	10,000	$10	$10	$3, sellers
A. S. Watson & Co., Limited	90,000	$10	$10	$6, buyers
Weissmann, Limited	3,000	$10	$10	$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	$10	$4	$11¼, sellers
	100 f'ders	$10	$10	$300.
Union Waterboat Co., Limited	50,000	$10	$10	$9, sellers
RUBBERS.—				
Singapore and Johores	—	—	—	$18 (Str.)
Balgownies	—	—	—	$20 (Sts.)
Pegohs	—	—	—	$43 (Sts.)
Allagars	—	—	—	7/3
Anglo Malays	—	—	—	31/6
Castlefields, fully paid	—	—	—	13/5
Highlands and Lowlands	—	—	—	147/6
Kamunings	—	—	—	10/- prem.
Kuala Lumpur	—	—	—	—
Ledbury's	—	—	—	105/-
Linggis	—	—	—	65/-
Sapongs	—	—	—	—
Shelfords	—	—	—	—
Sungei-Kapars	—	—	—	—
United Serdangs	—	—	—	150/-
Bukit Kajangs	—	—	—	80/-
Eastern and International	—	—	—	40/- prem.
London Ventures	—	—	—	7/-
Sumatra Paras	—	—	—	—
Merlemans	—	—	—	7/3
Batu Tigas	—	—	—	105/-

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share-Brokers.*

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

	June 13th.
ON LONDON:—	
Telegraphic Transfer	1/9¼
Bank Bills, on demand	1/9⅛
Bank Bills, at 30 days' sight	1/9⅜
Bank Bills, at 4 months' sight	1/9¾
Credits, at 4 months' sight	1/9¾
Documentary Bills 4 months' sight	1/10
ON PARIS:—	
Bank Bills, on demand	227
Credits, at 4 months' sight	230½
ON GERMANY:—	
On demand	184
ON NEW YORK:—	
Bank Bills, on demand	43⅜
Credits, at 60 days' sight	44⅜
ON BOMBAY:—	
Telegraphic Transfer	135
Bank, on demand	135¼
ON CALCUTTA:—	
Telegraphic Transfer	135
Bank, on demand	135¼
ON SHANGHAI:—	
Bank, at sight	74⅜
Private, 30 days' sight	75¼
ON YOKOHAMA:—On demand	88
ON MANILA:—On demand—Pesos	88
ON SINGAPORE:—On demand	75⅜
ON BATAVIA:—On demand	107⅜
ON HAIPHONG:—On demand	¾ % pm.
ON SAIGON:—On demand	¾ % pm.
ON BANGKOK:—On demand	86½
SOVEREIGNS, Bank's Buying Rate	$11.10
GOLD LEAF, 100 fine, per tael	$58.20
BAR SILVER, per oz.	24 5/16

SUBSIDIARY COINS.

		per cent
Chinese	20 cents pieces	$8.70 discount.
Chinese	10 "	$3.95 "
Hongkong	20 "	$8.60 "
Hongkong	10 "	$3.90 "

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 13th

	Previous Day at 4 p.m.	On Date at 4 p.m.	On Date at 10 a.m.
Barometer	29.98	29.91	29.85
Temperature	85	86	86
Humidity	70	65	65
Wind Direction	S	SE	S
" Force	1	1	1
Weather	c	c	c
Rain		0.01	

Highest open air Temperature on 12th ... 90
Lowest open air Temperature on 12th ... 79

OPIUM.

June 4th

Quotations are:—

Malwa New	$2,100/2,120	per picul.
Malwa Old	$2,130/2,140	"
Malwa Older	$2,150/2,160	"
Malwa V. Old	$2,170/2,200	"
Persian fine quality	$1,400/1,500	"
Persian extra fine	$2,200	"
Patna New	$2,035	per chest.
Patna Old	—	"
Benares New	$2,350	"
Benares Old	—	"

HONGKONG TIDE TABLE.

From June 14th to 20th, 1910.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	Height.	Low Water. Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	14	m 4 42	4 2	m 6 26	4 2
		1.55 a	5 7	9 42 a	1 7
Wed.	15	m 5 26	4 5	m 9 50	4 2
		a 47 a	5 1	10 33 a	3 0
Thurs.	16	m 6 0	4 9	m 11 18	3 3
		6 0 a	4 7	11 17 a	2 2
Fri.	17	m 6 26	5 2	0 30 a	3 2
		6 14 a	4 6	11 57 a	2 4
Sat.	18	m 6 47	5 6	1 16 a	2 7
		7 18 a	4 4		
Sun.	19	m 7 8	6 0	m 0 32	2 6
		8 0 a	4 2	1 57 a	3 1
Mon.	20	m 7 52	5 4	m 1 3	2 8
		9 2 a	4 1	2 16 a	1 6

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10a, Des Vœux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street, E.C.